

[42 & 43 VICT.] *Enniskillen, Bundoran, and Sligo [Ch. ccxxiv.]
Railway (Donegal Extension) and Enniskillen and Bundoran
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CHAPTER ccxxiv.

An Act for making a Railway from the Enniskillen and Bundoran Railway at or near the Castle Caldwell Station to the town of Donegal, to be called "The Fermanagh and Donegal Railway," and other works; and for other purposes. [15th August 1879.]

A.D. 1879.

WHEREAS it is expedient that the Enniskillen, Bundoran, and Sligo Railway Company (herein-after called "the Company") incorporated by the Enniskillen and Bundoran Railway Act, 1861, (herein-after called "the Act of 1861,") should be authorised to construct the railway, embankment, quay, or wharf wall, and other works by this Act authorised:

24 & 25 Vict.
c. cxxxviii.

And whereas it is also expedient that the Company should be authorised to raise additional capital for the making of those and other works, that such capital should form a separate capital, and that the said railway, embankment, quay, or wharf wall, and other works by this Act authorised, should be a separate undertaking:

And whereas it is intended that the said railway should be constructed and worked as a light railway, subject to the provisions respecting light railways contained in the Regulation of Railways Act, 1868:

31 & 32 Vict.
c. 119.

And whereas plans and sections showing the lines, situation, and levels of the said railway and embankment, quay, or wharf wall, and also books of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the respective clerks of the peace for the county of Fermanagh and county of Donegal, and which plans, sections, and books of reference are herein-after referred to as the deposited plans, sections, and books of reference:

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39 & 40 Vict.
c. cxciij.

And whereas by the Enniskillen and Bundoran Extension Railway Act, 1876, (herein-after called "the Act of 1876,") the Enniskillen and Bundoran Extension Railway Company (herein-after called "the Extension Company") were incorporated with a share capital of £70,000, and with authority to borrow on mortgage £35,000, and were authorised to make and maintain the railways by that Act authorised (herein-after called "the extension railway") :

And whereas no part of the capital authorised by the Act of 1876 has been raised, and none of the powers of that Act in relation to the making of the Extension Railway have been exercised, and the Extension Company are unable to raise the funds required for the making of that railway, and it is expedient that the same should be abandoned, the affairs of the Extension Company wound up, that Company dissolved, and the Act of 1876 repealed :

And whereas it is expedient that such other powers and provisions as are herein-after contained should be conferred and made :

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 ; (that is to say,)

Short title.

1. This Act may be cited as the Enniskillen, Bundoran, and Sligo Railway (Donegal Extension) and Enniskillen and Bundoran Extension Railway (Abandonment) Act, 1879.

Incorporation of general Acts.
8 & 9 Vict.
c. 16.

2. 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 non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money by the Company on mortgage or bond ;

The conversion of borrowed money into capital ;

The consolidation of shares into stock ;

The giving of notices ; and

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The provision to be made for affording access to the special Act A.D. 1879.
by all parties interested:

And Part I. (relating to cancellation and surrender of shares), 26 & 27 Vict.
c. 118.
and Part II. (relating to additional capital), and Part III. (relating 8 & 9 Vict.
c. 18.
to debenture stock) of the Companies Clauses Act, 1863, the 23 & 24 Vict.
c. 106.
Lands Clauses Consolidation Act, 1845, and the Lands Clauses 14 & 15 Vict.
c. 70.
Consolidation Acts Amendment Act, 1860, the Railways Act 23 & 24 Vict.
c. 97.
(Ireland), 1851, the Railways Act (Ireland), 1860, the Railways 27 & 28 Vict.
c. 71.
Act (Ireland), 1864, and the Railways Traverse Act, the Railways 31 & 32 Vict.
c. 70.
Clauses Consolidation Act, 1845, and Part I. (relating to the 8 & 9 Vict.
c. 20.
construction of a railway) of the Railways Clauses Act, 1863, and 26 & 27 Vict.
c. 92.
the Harbours, Docks, and Piers Clauses Act, 1847, are (except 10 & 11 Vict.
c. 27.
where expressly varied by this Act) incorporated with and form
part of this Act: Provided, nevertheless, that the provisions of
the Harbours, Docks, and Piers Clauses Act, 1847, with respect
to "lifeboats" and "with respect to keeping a tide and weather
gauge" shall not be in force for the purposes of this Act, except
so far as from time to time the same may be required by the Board
of Trade; and provided further, that, notwithstanding anything
in that Act contained, the Company shall not be bound to give to
any other person any use of the said embankment, quay, or wharf
wall which would unreasonably interfere or be inconsistent with
the use of the same for their railway and the traffic thereon.

3. In this Act the several words and expressions to which
meanings are assigned by the Acts wholly or partially incorporated
herewith shall have the same respective meanings, unless there be
something in the subject or context repugnant to such construction;
and for the purposes of this Act the expression "the railway"
means the railway by this Act authorised or any part thereof; the
expression "work" in sections 13, 18, and 19 of the Railways
Clauses Act, 1863, means the embankment, quay, or wharf wall
by this Act authorised; the expression "original capital" means
the capital authorised to be raised by the Act of 1861 or any other
Act relating to the Company for the purposes of the railway
authorised by the Act of 1861 to be made; the word "shares" or
the expression "extension shares," as the case may be, means,
unless otherwise expressly mentioned, the A or preference (exten-
sion) shares and the B or ordinary (extension) shares by this
Act authorised to be issued for the purposes of the railway, embank-
ment, quay, or wharf wall, and other works by this Act authorised;
the expression "extension shareholders" means the holders of the
extension shares; and in the Harbours, Docks, and Piers Clauses

Interpreta-
tion of terms.

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A.D. 1879. Act, 1847, the expressions "limits of the harbour, dock, or pier," and "the harbour, dock, or pier," and the words "harbour" and "pier," and in this Act the expression "harbour limits," respectively mean the embankment, quay, or wharf wall by this Act authorised, and so much of the retaining wall of the railway as lies between a point westward towards Donegal Bay, one hundred and fifty yards from the western corner of the new pier, and a point fifty yards eastward of the end of the old pier, and any part of the Donegal river or estuary of the River Eask within a distance of twenty yards from the said embankment, quay, or wharf wall, and the said portion of retaining wall; the word "owner" has in this Act the same definition and meaning as are assigned to the word "landowner" in and by the Improvement of Land Act, 1864; and sections seven, eight, and nine 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 the words "clerks of the unions," as the case may be, had been used and inserted in such sections in lieu of the expression "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.

27 & 28 Vict.
c. 72.

Power to
make rail-
way, &c.

4. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the railway, embankment, quay, or wharf wall herein-after described, with all proper and needful works, lines of rails, stations, sidings, roads, buildings, landing-stages, quays, wharfs, cranes, bridges, yards, approaches, communications, and conveniences connected therewith respectively, and may enter upon and 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, embankment, quay, or wharf wall herein-before referred to and authorised by this Act are—

(a.) A railway (14 miles in length) commencing in the townland of Ballymagaghan, in the parish of Belleek, in the county of Fermanagh, by a junction with the Enniskillen and Bundoran Railway at or near a point on that railway, eastward of the Castlecaldwell Station of that railway, and distant 22 miles 2 furlongs 4 chains and 5 yards or thereabouts from the junction therewith of the Londonderry and Enniskillen Railway, measured along the said Enniskillen and Bundoran Railway in a westerly direction, and terminating in the townland of Donegal, in the parish of

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Donegal, at or near a point in the centre of the western face of the old pier or quay in the town and county of Donegal. A.D. 1879.

(b.) An embankment, quay, or wharf wall, to be situate in the townlands of Glebe and Donegal, in the parish of Donegal, and the bed and soil of the estuary of Donegal Bay, in the townlands of Glebe and Donegal, in the parish of Donegal, or extra-parochial, in the county of Donegal, commencing in the said townland of Glebe, in the said parish of Donegal, at the eastern corner of the new pier, and terminating in the said townland of Donegal, in the said parish of Donegal, at the western corner of the old pier.

5. In the construction of the embankment, quay, or wharf wall, the Company may from time to time deviate from the lines and levels of the works as shown on the deposited plans and sections laterally to any extent not exceeding the limits of deviation shown on those plans respectively, and vertically to any extent not exceeding five feet from the levels shown on those sections respectively; provided that no deviation of any works authorised by this Act, within the limits of deviation of which any public navigable tidal river or channel is included, shall be made from the lines thereof as shown on the deposited plans, even within the limits of deviation shown on such plans, in such manner as to diminish the navigable space of such river or channel, without the previous consent of the Board of Trade, or otherwise than in such manner as is expressly authorised by the Board of Trade.

Limits of lateral and vertical deviations.

6. And whereas it is intended that the railway shall terminate as in this Act described and authorised, and that the Donegal Station thereon, as well for passengers as for goods and minerals, shall be constructed and maintained on the embankment or quay in this Act described, and authorised by this Act to be constructed on the bed and soil of the estuary of Donegal Bay: And whereas Philip Yorke, Earl of Arran, as claiming to be the owner of considerable estates in the town and also in the county of Donegal, including the bed and soil aforesaid (in this Act called the Donegal Estates), which will be affected by the construction of the railway and other works by this Act authorised, consented thereto on the condition that the same railway, embankment, quay, wharf wall, station, and other works shall be so constructed and maintained: Therefore (subject to the provisions of this Act) the Company shall construct and complete, and thereafter duly maintain, the embankment, quay, and wharf wall by this Act authorised, in the manner described in this Act, and according to the deposited plans and

For protection of the Earl of Arran.

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sections thereof, and shall construct and complete and thereafter duly maintain on that embankment or quay, and not elsewhere, their Donegal Terminal Station, comprising all such sufficient buildings, warehouses, sheds, sidings, approach roads, and other works and conveniences as are necessary, fit, and proper for providing station and all incidental accommodation on that portion of the railway at and for the town and port of Donegal, as well for passenger as for goods and mineral traffic, and whether coming to or departing from that station by sea or by land; and the railway, or any part of it, shall not, without the consent in writing of the said Earl of Arran, or his successor in the ownership of the Donegal estates, be opened for public traffic until such construction and completion of the same embankment, quay, and wharf wall, and of those buildings, warehouses, sheds, sidings, approach roads, station accommodation, and incidental works and conveniences: Provided always, that in case of difference arising between the Company and the Earl of Arran, or such his successor as herein-before mentioned, as to the meaning of this provision, or as to any act or omission of the Company with reference thereto, every such difference shall from time to time be determined by an arbitrator to be appointed on the application of either party by the Board of Trade: Provided also, that nothing in this section contained shall be held or construed as authorising or entitling the Earl of Arran, or such his successor as aforesaid, to object to or oppose any extension of the railway from and out of the station, works, and conveniences, which in accordance with the provisions of this Act are to be constructed and maintained on the said embankment and quay by this Act authorised, except for the purpose of securing that in or by the construction, maintenance, and working of any such extension nothing shall be done or authorised to the prejudice of the maintenance and working of the said station, works, and conveniences for the purposes in this section mentioned or referred to, nor shall anything in this section contained be held or construed as restricting the said Earl of Arran, or such his successor as aforesaid, from objecting to or opposing any such extension upon any ground which if this section had not been enacted would have been open to him.

Payment of
purchase
money to
limited
owners in
shares in
certain cases.

7. The Company may, with the consent of any limited owner, pay any purchase money payable to such limited owner in respect of any lands purchased or taken under the authority of this Act by the issue to such limited owner of as many extension shares as shall be equal in nominal amount to such purchase money, and such shares shall be deemed to be shares fully paid up. Such shares

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shall be held upon the like uses, trusts, and for the same purposes, and in the same manner as the lands in respect of the purchase money for which such shares were issued stood settled. The Company shall with respect to such shares make an entry or memorial in their registry of extension shareholders of the uses, trusts, and purposes aforesaid; and, subject to the uses, trusts, and purposes affecting such shares, the limited owner for the time being in respect thereof shall have all the other rights and powers of an extension shareholder in the Company: Provided that the Company shall not be bound to see to the application of any dividend received by such limited owner. The term "limited owner" in this section and in the following sections shall mean any person or persons by whom the powers of sale conferred by section 7 of the Lands Clauses Consolidation Act, 1845, may under the authority of the said section be lawfully exercised: Provided also, that no such payment by shares to a limited owner under this section shall be made until a certificate approving thereof shall have been granted by an inspecting engineer or engineers, or other person or persons to be for such purpose nominated and appointed by the Commissioners of Public Works in Ireland, who are hereby authorised, on the application of any such owner or of the Company, to make such appointment, and the costs relating to such nomination and appointment, inspection, and certificate shall be paid by the Company as the Commissioners shall direct.

8. It shall be lawful for the limited owners (as herein-before defined) of any land which the Company are authorised to take for the purposes of the railway, embankment, quay, or wharf wall, or other works which they are authorised to construct, to grant, transfer, or convey the same, or any portion thereof, to the Company free of cost, and such grant, transfer, or conveyance shall confer a good title to the lands described therein; provided that no such grant, transfer, or conveyance by a limited owner under this section shall be made until a certificate approving thereof shall have been granted by an inspecting engineer or engineers, or other person or persons to be for such purpose nominated and appointed by the Commissioners of Public Works in Ireland, who are hereby authorised, on the application of any such limited owner or of the Company, to make such appointment, and the costs relating to such nomination and appointment, inspection, and certificate shall be paid by the Company as the Commissioners shall direct.

Limited owners of land may grant same free of cost to the Company with consent of Commissioners of Public Works.

9. And whereas the Donegal estates of the Right Honourable Philip Yorke, Earl of Arran, will or may be improved by the con-

Power to Earl of Arran to subscribe

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 under certain
 conditions.

struction of the railway, and it is expedient that he should be authorised to subscribe for extension shares in the capital of the Company to the amount herein-after mentioned, and to charge such amount upon the Donegal estates: Be it therefore enacted, that the said Philip Yorke, Earl of Arran, and his successor for the time being in title, may, if they respectively see fit, subscribe a sum not exceeding two thousand pounds to the extension capital by this Act authorised, and may in such case raise the said sum by charging the inheritance or fee of the Donegal estates with the payment of the same; and the Company shall, in respect of the amount so to be subscribed, issue to the said Earl or his successor in title so many extension shares as shall be equal in nominal amount to such subscription, and the same shares shall be A or preference (extension) shares or B or ordinary (extension) shares, or partly of the one and partly of the other description, as shall accord with the terms of the subscription; and such shares shall be held upon the like uses, trusts, and for the same purposes and in the same manner as the Donegal estates stand settled. The Company shall, with respect to such shares, make an entry or memorial in their registry of extension shareholders of the uses, trusts, and purposes aforesaid; and, subject to the uses, trusts, and purposes affecting such shares, the said Earl, and his successor in title for the time being, in respect thereof shall have all the other rights and powers of an extension shareholder in the Company; provided that the provisions of this enactment shall not take effect, and such shares shall not be issued, except on a certificate from time to time given by the Commissioners of Public Works in Ireland, certifying that such shares are properly issuable for the purposes of the Improvement of Land Act, 1864, and this Act.

Power to
 Company to
 raise addi-
 tional capital.

10. The Company may, for the purposes of this Act, from time to time raise (in addition to the capital which they are now authorised to raise) any further capital not exceeding seventy thousand pounds.

Shares, and
 their de-
 signation.

11. The number of shares into which the capital for the railway shall be divided shall be seven thousand of ten pounds each, and such shares shall be issued as and consist of the following classes:

A or preference (extension) shares	-	£50,000
B or ordinary (extension) shares	- -	20,000
		<hr style="width: 100px; margin: 0 auto;"/>
		£70,000

and shall be so designated in the books of the Company and on the certificates issued for the same respectively.

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12. The 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 is paid in respect thereof.

Shares not
to issue until
one-fifth part
paid up.
Calls.

13. 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 four fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

14. If any money is payable to a shareholder being an infant or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Receipt for
persons not
sui juris.

15. The railway shall for financial purposes form a separate undertaking; and the capital and new shares created under the powers of this Act shall constitute a separate capital, to be called "Extension Capital."

Extension
railway and
capital to be
separate.

16. The net receipts from time to time of the railway applicable to dividend shall be applied in payment of dividend on the extension shares in manner and according to the priority herein-after mentioned, and the holders of those shares shall not in respect thereof be entitled to dividend out of any other receipts or profits of the Company.

As to divi-
dends on
new shares.

17. The Company shall keep separate and distinct accounts of all their receipts, credits, payments, and liabilities from, for, or on account of the railway.

Separate
accounts to
be kept.

18. The extension shares shall not confer on the holders thereof any right of voting or interference at any meeting of the Company on the general affairs of the Company, excepting on any matters directly affecting the said shareholders, for which purpose those shareholders shall have the same right of voting as the shareholders in the original capital; nor, on the other hand, shall it be lawful for the holders of shares in the original capital to interfere in the construction of the railway, embankment, quay, or wharf wall and other works, or in the expenditure thereon, or in any other matters affecting that railway, embankment, quay, or wharf wall and other works, excepting in so far as those matters immediately affect the general interests of the Company: Provided always, that the holder of any extension share shall not be entitled to vote in respect thereof at any meeting of the Company on any matter not relating to the construction of the railway, embankment, quay, or wharf

As to right
of voting in
respect of
new shares.

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Extension
shareholders
to elect three
directors of
Company.

19. In addition to the directors authorised to be elected by the Act of 1861, there shall, as representing the extension shareholders, be three additional directors under this Act, who shall continue in office until the first ordinary meeting of the Company to be held in the year 1881, and such first additional directors shall be James Hamilton and Joseph McLoone, and such other duly qualified person as they shall nominate in this behalf; and the extension shareholders present personally or by proxy, and holding extension shares, shall from time to time, as often as vacancies occur by effluxion of time, at the meetings when directors in the room of retiring directors are chosen, elect three other directors, whose respective qualification shall be the possession in his own right of twenty shares in the extension capital, and such directors shall continue in office for one year; and any outgoing director elected as aforesaid may, at the expiration of the said one year, be re-elected in the like manner; and any occasional vacancy among such three directors may, subject to the provisions of this Act, be filled up in the manner appointed in the Companies Clauses Consolidation Act, 1845, for the supply of occasional vacancies in the office of directors: Provided always, that nothing herein contained shall in any manner affect the right of electing directors under the provisions contained in the Act of 1861; and the present directors of the Company, as well as those who may be from time to time appointed by the shareholders in the original capital, and the said three directors elected under the provisions of this Act, shall, subject to the provisions of this Act, enjoy the like powers as if they had been elected by the whole of the shareholders of the Company.

The two
classes of
shareholders
to vote sepa-
rately in
election of
their re-
spective
directors.

20. The holders of shares in the original capital shall not be entitled in right of such holdings to vote at any meeting of the Company in regard to the election of directors by the extension shareholders, and in like manner the holders of extension shares shall not be entitled in right of such holdings to vote at any meeting of the Company in regard to the election of directors by the shareholders in the original capital.

As to vacan-
cies among
directors.

21. No director appointed by the shareholders in the original capital shall be entitled to vote at the election of any director to fill up any vacancy which may occur among the directors appointed by the extension shareholders, and no such last-mentioned director

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shall be entitled to vote at the election of any director to fill up any vacancy which may occur among the directors appointed by the shareholders in the original capital.

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22. The Company may from time to time borrow on mortgage any sums not exceeding in the whole thirty-five thousand pounds, that is to say, when and so soon as the sum of ten thousand pounds, part of the capital of seventy thousand pounds, shall have been issued and accepted and paid up, the Company may borrow on mortgage any sum not exceeding ten thousand pounds; and when the further sum of ten thousand pounds, part of the said capital of seventy thousand pounds, shall have been issued and accepted and paid up, the Company may borrow on mortgage any further sum not exceeding ten thousand pounds; and when the further sum of ten thousand pounds, part of the said capital of seventy thousand pounds, shall have been issued and accepted and paid up, the Company may borrow on mortgage any further sum not exceeding ten thousand pounds; and when the further sum of five thousand pounds, part of the said capital of seventy thousand pounds, shall have been issued and accepted and paid up, the Company may borrow on mortgage any further sum not exceeding five thousand pounds; but no part of any of the said four sums of ten thousand pounds, ten thousand pounds, ten thousand pounds, and five thousand pounds hereby authorised to be borrowed shall be borrowed until the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act, 1845, before he so certifies, that the whole of that portion of the capital in respect of which the borrowing power is proposed to be exercised has been issued, accepted, and paid up; 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 certificate shall be sufficient evidence thereof.

Power to borrow moneys on mortgage under regulations herein described.

23. The mortgages to be from time to time granted by the Company under this Act shall only comprise and affect, and the mortgages and bonds from time to time granted or to be granted by the Company under any Act other than this Act shall not comprise or affect, the undertaking by this Act authorised and the revenue accruing under this Act.

Mortgages to affect only extension railway and rights of such mortgagees.

24. The mortgagees of the Company under this Act may enforce payment of arrears of interest or principal, or principal and interest,

For appointment of a receiver.

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Debenture stock.

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

Application of moneys.

26. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes prescribed by this Act only.

For efficient working of the railway.

27. After the opening of the railway, or any part thereof, for public traffic, the Company shall work the same and convey traffic thereon in a proper manner, and so as fairly to accommodate and develop the traffic of the district to be served by the railway. In case any difference shall arise between the Company and any of the holders of extension shares or stock authorised by this Act with respect to the working or non-working or insufficient working by the Company of the railway, or otherwise in relation thereto, whereby the holders of such extension shares or stock deem themselves to be injuriously affected, such difference shall be settled by the Railway Commissioners, who shall have full power to settle and determine any such difference, and to order the Company to do or to abstain from doing all such acts, matters, and things as the said Commissioners shall think fit, and to make such order with respect to the costs of such arbitration as the said Commissioners shall think just.

Lands for extraordinary purposes.

28. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed three acres.

Period for compulsory purchase of lands.

29. 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.

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30. The railway shall be constructed and worked as a light railway, within the meaning and subject to the provisions of the Regulation of Railways Act, 1868.

—
 Railway to be constructed as a light railway.

31. 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 hereinafter mentioned; (that is to say,)

Power to cross certain roads on the level.

No. on deposited Plan.	Townland.	Parish.	Description of Road.
2	Garvary - - -	Belleek - - -	Public.
4	Meenatully - - -	Belleek - - -	Public.
2	Tober - - -	Kilbarron - - -	Public.
8	Barr of Ballynacarrick - - -	Drumhome - - -	Public.
28	Tievebrack - - -	Drumhome - - -	Public.
1	Big Park - - -	Drumhome - - -	Public.
36	Lisnapaste - - -	Drumhome - - -	Public.
25	Raneany West - - -	Drumhome - - -	Public.
43	Raneany West - - -	Drumhome - - -	Public.
6	Drumgowan - - -	Donegal - - -	Public.
20	Drumgowan - - -	Donegal - - -	Public.

32. In altering for the purposes of this Act the roads next herein-after mentioned, the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively; (that is to say,)

Inclinations of roads.

No. on deposited Plan.	Townland.	Parish.	Description of Road.	Intended Inclination.
7	Larkhill - - -	Belleek - - -	Public - - -	in 12.
27	Ballyalla - - -	Drumhome - - -	Public - - -	in 10.
22	Trumman East - - -	Drumhome - - -	Mail car - - -	in 20.
7	Carrick East - - -	Drumhome - - -	Mail car - - -	in 20.
2	Brookfield - - -	Donegal - - -	Public - - -	in 10 on the west side and 1 in 20 on the east side.

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Height and span of bridge.

33. The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of any height and span not less than the respective heights and spans herein-after mentioned; (that is to say,)

No. on deposited Plan.	Townland.	Parish.	Description of Road.	Height.	Span.
1	Rath - -	Drumhome	Public -	15 feet -	20 feet.
16	Lisnapaste - -	Drumhome	Public -	16 feet -	20 feet.
8	Laghy - -	Drumhome	Public -	16 feet -	25 feet.

Width of certain road ways.

34. The Company may make the roadway over the bridges, by which the following roads will be carried over the railway, of such width between the fences thereof as the Company think fit, not being less than the respective widths herein-after mentioned in connexion therewith respectively; (that is to say,)

No. on deposited Plan.	Townland.	Parish.	Description of Roadway.	Width of Roadway.
22	Trumman East - -	Drumhome -	Public -	20 feet.
2	Brookfield - -	Donegal -	Public -	15 feet.
2	Tullaghcullion - -	Donegal -	Public -	25 feet.

Power to take easements, &c. by agreement.

35. Persons empowered by the Lands Clauses Consolidation Act, 1845, to sell and convey or release lands, may, if they think fit, subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act, 1860, and of this Act, grant to the Company any easement, right, or privilege, not being an easement of water, required for the purposes of this Act, in, over, or affecting any such lands, and the provisions of the said Acts with respect to lands and rentcharges, so far as the same are applicable in this behalf, shall extend and apply to such grants, and to such easements, rights, and privileges as aforesaid respectively.

Deposit money not to be repaid, except so far as railway is opened.

36. Whereas, pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth year of the reign of Her present Majesty, chapter twenty, a sum of three thousand two hundred and seventy-five pounds three per cent. Consolidated Bank Annuities, equal to five per cent. upon the amount of the estimate in respect of the railway, has been deposited with the Chancery

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Division of Her Majesty's High Court of Justice in Ireland in A.D. 1879.
respect of the application to Parliament for this Act (which sum
is referred to in this Act as "the deposit fund"): Be it enacted,
that, notwithstanding anything contained in the said Act, the
deposit fund shall not be paid or transferred to or on the applica-
tion of the person or persons, or the majority of the persons, named
in the warrant or order issued in pursuance of said Act, or the
survivors or survivor of them (which persons, survivors or survivor,
are or is in this Act referred to as the "depositors"), unless the
Company shall, previously to the expiration of the period limited
by this Act for the completion of the railway, open the same for
the public conveyance of passengers; provided that if within such
period as aforesaid the Company open any portion of the railway
for the public conveyance of passengers, then on the production of
a certificate of the Board of Trade, specifying the length of the
railway or portion of railway opened as aforesaid, and the portion
of the deposit fund which bears to the whole of the deposit fund
the same proportion as the length of railway so opened bears to
the entire length of the railway, the Chancery Division shall, on
the application of the depositors, or the majority of them, order the
portion of the deposit fund specified in the certificate to be paid
or transferred to them, or as they shall direct, and the certificate
of the Board of Trade shall be sufficient evidence of the facts
therein 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.

37. If the Company do not, previously to the expiration of the
period limited for the completion of the railway, complete the same
and open it for the public conveyance of passengers, then and in
every such case the deposit fund, or so much thereof as shall not
have been paid to the depositors, shall be applicable, and after due
notice in the "Dublin Gazette" shall be applied, towards com-
pensating any landowners or other persons whose property has
been interfered with or otherwise rendered less valuable by the
commencement, construction, or abandonment of the railway, or
any portion thereof, or who have been subjected to injury or loss
in consequence of the compulsory powers of taking property con-
ferred upon the Company by this Act, and for which injury or loss
no compensation or inadequate compensation has been paid, and
shall be distributed in satisfaction of such compensation as afore-
said in such manner and in such proportions as to the Chancery

Application
of deposit.

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A.D. 1879. Division of the High Court of Justice in Ireland may seem fit ; and if no such compensation is payable, or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation, then the deposit fund, 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 Chancery Division 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 Chancery Division, 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 deposit fund 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 depositors.

Period for completion, of railway, &c.

38. If the railway, embankment, quay, or wharf wall are 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, embankment, quay, or wharf wall, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Tolls, &c. on railway.

39. The railway, embankment, quay, or wharf wall, and works by this Act authorised, shall, for the purposes of tolls, rates, and charges, working, traffic, and other agreements, and for all other purposes, except as by this Act otherwise expressly provided, be deemed to be part of the original undertaking, railway, works, and property of the Company authorised by the Act of 1861 ; provided that only one short-distance charge shall be made for the conveyance of any traffic partly on the said railway and partly on any other railway of the Company.

Terminal station.

40. No station shall be considered a terminal station in regard to any goods conveyed on the railway, unless such goods have been received thereat direct from the consignor or are directed to be delivered thereat to the consignee.

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41. When and so soon as any portion of the embankment, quay, or wharf wall by this Act authorised is completed and fit for use, the Company may demand and recover in respect of vessels using the same, or loading, unloading, or transhipping all or any part of their cargoes thereat or within the harbour limits, and in respect of animals, goods, minerals, and other articles landed, embarked, loaded, unloaded, transhipped, received, delivered, weighed, or stored within the harbour limits, or at such embankment, quay, or wharf wall, or using any cranes, weighing machines, sheds, or warehouses erected by the Company thereon, or in connexion therewith, any rates not exceeding the rates specified in the Schedule to this Act annexed; and all such rates shall be payable, as respects any vessel, by the master or owner thereof, and as respects animals, goods, minerals, and other articles, by the owner or consignee of such animals, goods, minerals, or other articles.

A.D. 1879.
Rates for
use of quay,
&c.

42. Provided that the Company may from time to time confer exemptions from such portion as they think fit of such rates on so much of the said goods, minerals, and other articles as may be carried by the railway to or from the embankment, quay, or wharf wall.

Remission
of portion of
rates on
goods, &c.
carried by
railway.

43. The Company may appoint a harbour master, and the limits within which the powers of such harbour master shall be exercised shall be the embankment, quay, or wharf wall, and the herein-before described portion of the retaining wall of the railway by this Act authorised, and any part of the Donegal River or Estuary of the River Eask within a distance of twenty yards from the said embankment, quay, or wharf wall, and the said portion of retaining wall; and as respects the exercise of the powers and authorities vested in such harbour master, the expression "the prescribed limits" in the Harbours, Docks, and Piers Clauses Act, 1847, as incorporated with this Act, means the limits in this section above defined.

Company
may appoint
a harbour
master.

44. No vessel or boat shall, without the consent of the harbour master appointed by the Company, be anchored or moored within a distance of twenty yards from the embankment, quay, or wharf wall, and the herein-before described portion of retaining wall of the railway by this Act authorised, excepting for the purpose of loading or unloading at the said embankment, quay, or wharf wall.

Vessels not
to anchor
within cer-
tain limits.

45. The Company shall, upon the said embankment, quay, or wharf wall hereby authorised, exhibit and keep burning from sunset to sunrise such lights (if any) as the Commissioners of Irish Lights shall from time to time direct.

Company
to exhibit
lights.

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Company to
 have appoint-
 ment of
 meters and
 weighers.

Appropriation of the
 receipts.

46. The Company shall have the appointment of meters and weighers.

47. The net receipts of the undertaking, after defraying the management and working expenses thereof, with the interest upon all debenture stock and mortgages, and all rentcharges (if any), shall be appropriated, half year by half year, to the purposes and in the order following; that is to say,

1st. In paying dividend not exceeding the rate of five per cent. per annum upon the A or preference (extension) shares	-	-	£50,000	0	0
2nd. In paying dividend not exceeding the rate of five per cent. per annum upon the B or ordinary (extension) shares	-	-	20,000	0	0
			<u>£70,000</u>	<u>0</u>	<u>0</u>

and if at the end of any half year any surplus remains after the payment in full of a dividend at the rate of five per cent. per annum upon these two classes of shares, then such surplus shall be applied in paying further dividend upon the said A or preference (extension) shares, and at the same time and *pari passu* upon the said B or ordinary (extension) shares.

Power to sell
 and grant
 leases of cer-
 tain lands.

48. The Company may from time to time sell such of the lands acquired by them under the powers of this Act as may not be applied to the purposes of the Company, or any part of such lands, in consideration of a rentcharge as well as or instead of a sum in gross, and they may from time to time demise and lease any of such lands as are or may hereafter be adapted for building on for trade purposes, or any part of such lands, or any warehouses or buildings hereafter to be erected thereon, for such rent or rents, and upon, under, and subject to such terms and conditions in each case as they think fit; and the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, shall not apply in the case of any such lands, or to the Company in respect thereof.

Abandonment of
 Extension
 Railway.

49. The Extension Company may and shall abandon the making of the Extension Railway; and on and after the passing of this Act the Extension Company shall, except only as is by this Act otherwise expressly provided, be absolutely freed from all obligation with respect to the making and maintaining of the Extension Railway.

Compensation for
 damage to
 land by
 entry.

50. The abandonment by the Extension Company under the authority of this Act of the Extension Railway shall not prejudice

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or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Extension Company on such land for the purpose of surveying and taking levels, or probing or boring to ascertain the nature of the soil, or setting out the line of railway, and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied by the Extension Company to receive compensation for such temporary occupation, or for any loss, damage, or injury which may have been sustained by such owner or occupier by reason thereof, or of the exercise as regards such land of any of the powers contained in the Railways Clauses Consolidation Act, 1845, or the Act of 1876.

A.D. 1879.

51. Where before the passing of this Act any contract may have been entered into or notice given by the Extension Company for the purchasing of any lands for the purposes of or in relation to the Extension Railway, or any portion thereof, the Extension Company shall be released from all liability to purchase or to complete the purchase of any such lands; but, notwithstanding, full compensation shall be made by the Extension Company to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice, and the amount and application of the compensation shall be determined in manner provided by the Lands Clauses Consolidation Act, 1845, as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Compensation for non-completion of purchase.

52. Subject to the provisions of section 35 of the Act of 1876, and to the payment of the costs of that Act, the Chancery Division of Her Majesty's High Court of Justice in Ireland may, and shall at any time after the passing of this Act, on application by the persons or the majority of the persons named in the warrant or order mentioned in the 34th section of the Act of 1876, or the survivors or survivor of them, by petition in a summary way, order that the sum of three thousand five hundred and eleven pounds Consolidated Three per Cent. Annuities mentioned in that section, and the interest or dividends thereon, may be transferred or paid to the person or persons so applying or to any other person or persons whom they or he may appoint in that behalf; and upon such order being made, the said annuities, and the interest or dividends thereon, shall be transferred or paid to such person or persons accordingly.

Providing for release of deposit.

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Provision for winding up affairs of Extension Company.

Dissolution of Extension Company.

Saving rights of Crown in foreshore.

Saving rights of Earl of Arran.

Embankment, &c. not exempt from provisions of 17 & 18 Vict. c. 20. or any general Acts relating to shipping dues, &c.

Interest not to be paid on calls paid up.

53. Forthwith after the passing of this Act, the Extension Company shall proceed to wind up their affairs, and shall pay, satisfy, and discharge all their debts, liabilities, and engagements.

54. When all the debts, liabilities, and engagements of the Extension Company are paid, satisfied, and discharged, and the affairs of the Company are wound up, the Extension Company shall be by this Act dissolved, and shall thenceforth wholly cease to exist, and thereupon the Act of 1876 shall be repealed.

55. Nothing contained in this Act shall authorise the 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 and under the management of the Board of Trade, 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.

56. Except as otherwise expressly provided and declared by this Act, nothing in this Act contained shall prejudice or affect any estate, right, interest, or privilege of Philip Yorke, Earl of Arran, his heirs or assigns.

57. Nothing in this Act contained shall exempt the embankment, quay, or wharf wall, or the Company from the provisions of the Merchant Shipping Act, 1854, or any general Acts relating to dues on shipping or on goods carried in ships, now in force or which shall be passed during the present or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the rates or duties by this Act authorised in respect of the use of the embankment, quay, or wharf wall by this Act authorised.

58. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him: Provided always, that this Act shall not prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made

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as is in conformity with the Companies Clauses Consolidation Act, A.D. 1879.
1845.

59. The Company 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 Company to construct any other railway or to execute any other work or undertaking.

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

60. Nothing in this Act contained shall be deemed or construed to exempt the Company or their railways 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 the present 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, or of the rates for small parcels, authorised by this Act and the Act of 1861.

Railway not
exempt from
provisions of
present and
future gene-
ral Railway
Acts.

61. The 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 out of the first moneys coming to their hands under this Act.

Expenses of
Act.

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SCHEDULE referred to in the foregoing Act.

RATES ON ANIMALS, GOODS, MINERALS, AND ARTICLES SHIPPED,
 UNSHIPED, TRANSHIPPED, RECEIVED, OR DELIVERED.

	s.	d.
Ale, beer or porter - - - - - per ton	1	0
Animals (<i>see</i> Cattle, Dogs, Fowls, Geese, Hares, Horses, Lambs, Pigs, Sheep).		
Asphalte - - - - - per ton	0	4
Bark in bulk or bag - - - - - per ton	0	6
Ballast - - - - - per ton	0	1
Beef, fresh or salt - - - - - per cwt.	0	2
Biscuits and bread - - - - - per cwt.	0	2
Bones - - - - - per ton	0	6
Books and stationery - - - - - per cwt.	0	4
Bone dust - - - - - per ton	0	6
Bottles - - - - - per gross	0	2
Boxes, full - - - - - per cubic foot	0	0½
Bricks - - - - - per thousand	0	8
Butter - - - - - per cwt.	0	1
Carriages, with four wheels - - - - - each	0	8
Carriages, with two wheels - - - - - each	0	6
Cattle - - - - - each	0	2
Casks, empty, not being returned - - - - - each	0	1
Cement - - - - - per ton	0	4
Cheese - - - - - per cwt.	0	2
Chimney cans - - - - - each	0	1
Clay - - - - - per ton	0	2
Cloth, haberdashery - - - - - per cubic foot	0	0½
Clover seed - - - - - per quarter	0	2
Coach or cart wheels - - - - - per pair	0	2
Coals - - - - - per ton	0	2
Copper and brass - - - - - per ton	1	0
Corks - - - - - per cubic foot	0	0½
Corn - - - - - per ton	0	3
Cordage - - - - - per cwt.	0	3
Crystal and crockery - - - - - per cubic foot	0	0½
Dogs - - - - - each	0	2
Drugs - - - - - per cubic foot	0	0½
Dissolved bones - - - - - per ton	0	6
Earthenware - - - - - per cubic foot	0	0½
Eggs - - - - - per cubic foot	0	0½
Felt - - - - - per cwt.	0	1
Fish, fresh, salted, or dried - - - - - per cwt.	0	1

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		<i>s.</i>	<i>d.</i>	A.D. 1879.
Fish landed from boats and not forwarded by railway	- - -	Free.		—
Flax	- - - - - per cwt.	0	1	
Flour	- - - - - per ton	0	6	
Fowls and ducks, live	- - - - - per dozen	0	2	
Freestone	- - - - - per ton	0	2	
Fruit	- - - - - per cwt.	0	1	
Gates	- - - - - each	0	1	
Geese and turkeys, live	- - - - - each	0	1	
Glass	- - - - - per cubic foot	0	0½	
Grain	- - - - - per ton	0	3	
Grates or stoves	- - - - - each	0	2	
Gravel	- - - - - per ton	0	1	
Grease and greaves	- - - - - per cwt.	0	1	
Groceries	- - - - - per barrel	0	1	
Guano and artificial manures	- - - - - per ton	0	6	
Gunpowder	- - - - - per cwt.	0	4	
Hardware	- - - - - per cubic foot	0	0½	
Hares and rabbits	- - - - - per dozen, or any less quantity	0	2	
Hay	- - - - - per ton	0	6	
Hemp and cotton, unwrought	- - - - - per ton	1	0	
Hides	- - - - - each	0	0½	
Household furniture	- - - - - per cubic foot	0	0½	
Hurdles	- - - - - each	0	1	
Herrings, cured	- - - - - per ton	1	0	
Herrings, fresh	- - - - -	Free.		
Horses, asses, and mules	- - - - - each	0	2	
Husbandry utensils	- - - - - per ton	1	4	
Iron, all kinds	- - - - - per ton	0	6	
Kelp	- - - - - per ton	0	4	
Lambs	- - - - - per score	0	3	
Lathwood	- - - - - per bundle	0	0½	
Lead of all kinds, zinc	- - - - - per ton	1	0	
Leather	- - - - - per cwt.	0	2	
Lime	- - - - - per ton	0	4	
Limestone	- - - - - per ton	0	2	
Machinery	- - - - - per ton	1	0	
Malt	- - - - - per ton	1	0	
Masts and spars	- - - - - each	1	6	
Meal	- - - - - per ton	0	4	
Meat	- - - - - per cwt.	0	2	
Millstones	- - - - - each	0	6	
Oakum	- - - - - per cwt.	0	1	
Oil	- - - - - per ten gallons	0	1	
Oil cake	- - - - - per ton	0	6	
Oysters	- - - - - per bushel	0	2	
Passengers luggage	- - - - -	Free.		

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	s.	d.
Peas or beans - - - - -	per ton	0 3
Peats - - - - -	per ton	0 2
Pigs - - - - -	each	0 0½
Ploughs (<i>see</i> Husbandry utensils).		
Potatoes - - - - -	per ton	0 3
Rape cake - - - - -	per ton	0 6
Rags - - - - -	per cwt.	0 1
Ropes - - - - -	per cwt.	0 3
Rye grass seeds - - - - -	per ton	1 0
Salt - - - - -	per ton	0 2
Sand - - - - -	per ton	0 1
Seaware or wreck - - - - -	per ton	0 1
Seeds not enumerated - - - - -	per cwt.	0 1
Sheep - - - - -	per score	0 6
Skins, dried - - - - -	per dozen	0 4
Slates - - - - -	per ton	0 3
Soda water or lemonade - - - - -	per gross	0 6
Spirits - - - - -	per fifty-six gallons	0 8
Spokes and naves for wheels - - - - -	per ton	1 0
Steel - - - - -	per ton	0 6
Stones - - - - -	per ton or sixteen cubic feet	0 2
Stones, pavement - - - - -	per ton or sixteen cubic feet	0 2
Straw - - - - -	per ton	0 6
Stucco - - - - -	per ton	0 4
Sugar - - - - -	per ton	1 0
Tallow - - - - -	per ton	1 0
Tar, pitch, or rosin - - - - -	per ton	0 6
Tea - - - - -	per cwt.	0 4
Tiles or pipes - - - - -	per ton	0 3
Turpentine - - - - -	per ton	1 8
Timber, unwrought of all kinds - - - - -	per ton	0 6
Tin of all kinds - - - - -	per ton	1 0
Turnips - - - - -	per ton	0 2
Tobacco - - - - -	per ton	2 6
Vitriol - - - - -	per cwt.	0 1
Whisky - - - - -	per fifty-six gallons	0 8
Wine, in cask - - - - -	per fifty-six gallons	0 8
Wine, in bottle - - - - -	per dozen	0 1
Wool - - - - -	per stone	0 1
Yarn - - - - -	per cwt.	0 1

All other unenumerated articles to pay at landing, shipping, or transshipping, as follows:

If by measurement - - - - -	per cubic foot	0 0½
If by weight - - - - -	per ton	1 0

Articles which can be measured to pay by cubic foot, all others by weight.

[42 & 43 VICT.] *Enniskillen, Bundoran, and Sligo* [Ch. CCXXIV.]
Railway (Donegal Extension) and Enniskillen and Bundoran
Extension Railway (Abandonment) Act, 1879.

In charging the rates on goods, the gross weight or measurement of all goods to be taken, and for any less weights, measures, and quantities than those above specified, a proportion of the respective rate shall be charged.

A.D. 1879.

RATES ON VESSELS.

Every steam vessel plying regularly to and from the embankment, quay, or wharf wall, or harbour limits, per register ton, one penny.

Every vessel (other than a steam vessel plying regularly as aforesaid, or an open or undecked vessel) using the embankment, quay, or wharf wall, or loading or unloading or transshipping goods or passengers thereat or within the harbour limits, per register ton, twopence.

Every open or undecked vessel, one penny each time of using the embankment, quay, or wharf wall, or loading or unloading or transshipping goods or passengers thereat or within the harbour limits.

Fishing boats belonging to the Bay of Donegal and engaged in fishing only, free.

RATES FOR THE USE OF EMBANKMENT, QUAY, AND WHARF WALL,
 SHEDS, WAREHOUSES, CRANES, AND WEIGHING MACHINES.

Sheds, &c.

For each ton of goods which shall remain on the embankment, quay, or wharf wall, or in any shed or warehouse for a longer time than forty-eight hours, the sum of fourpence, and the sum of twopence per ton for each complete twenty-four hours during which such goods shall remain after the first forty-eight hours.

Cranes.

	s.	d.
All goods or packages not exceeding one ton	0	3
Exceeding one ton and not exceeding two tons	0	4
Exceeding two tons and not exceeding three tons	0	6
Exceeding three tons and not exceeding four tons	0	8
Exceeding four tons and not exceeding five tons	0	10
Exceeding five tons and not exceeding six tons	1	0
Exceeding six tons and not exceeding seven tons	1	2
Exceeding seven tons and not exceeding eight tons	1	4
Exceeding eight tons and not exceeding nine tons	1	8
Exceeding nine tons and not exceeding ten tons	2	0
Exceeding ten tons, two shillings for the first ten tons, and sixpence per ton for every ton above ten tons.		

Weighing Machines.

For goods weighed, one penny for each ton or part of a ton.

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