



### CHAPTER viii.

An Act to enable the Mayor, Aldermen, and Burgesses of the Borough of Cork to make a diversion of the substituted Railways of the Cork, Blackrock, and Passage Railway, authorised by "The Cork Improvement Act, 1868;" to authorise agreements with the Cork, Blackrock, and Passage Railway Company and the Cork Harbour Commissioners; to raise further moneys; and for other purposes.

A.D. 1872.

[13th May 1872.]

**W**HEREAS by "The Cork Improvement Act, 1868," (in this Act called the Act of 1868,) the mayor, aldermen, and burgesses of the borough of Cork (in this Act referred to as the Corporation) were authorised to make the substituted Railways Nos. 1 and 3 described in the said Act, in lieu of an existing portion of the Cork, Blackrock, and Passage Railway (in this Act referred to as the Passage Railway), as therein described:

31 & 32 Vict.  
c. xxxiii.

And whereas by the Act of 1868 the Corporation were empowered with reference to the Park, as therein described, to do such acts as appeared to them expedient in relation to the same, for the recreation and enjoyment of the public in connexion therewith, with a certain proviso in restraint of building upon certain portions thereof:

And whereas by lease dated the twenty-second day of March one thousand eight hundred and sixty-nine, the Corporation demised the Park to Sir John Arnott, Knight, and others (herein-after called the Race Committee), for the purpose of establishing a race-course for the recreation and amusement of the public, for the term of five years from the twenty-fifth day of March one thousand eight hundred and sixty-nine, but subject to the powers of resumption by the Corporation of any portion of the Park, as might be requisite or necessary for carrying into effect the agreements contained in Schedules A. and B. to the Act of 1868, between the Corporation and the Cork, Blackrock, and Passage Railway Company (in this



A.D. 1872.

Act referred to as "the Company"), and between the Corporation and the Cork Harbour Commissioners (in this Act referred to as "the Harbour Commissioners"), and the Corporation accordingly resumed and are now in possession of that portion of the Park comprised within the limits of deviation shown on the deposited plans herein-after mentioned, and the Race Committee have adapted the Park for a race-course, and the construction of the substituted railways authorised by the Act of 1868 would injuriously intersect the Park and interfere with its use for such purpose :

And whereas the Race Committee have agreed to pay to the Corporation a sum of money not exceeding fifteen hundred pounds, being the estimated addition of the cost of making the diversion of the said substituted railways as by this Act authorised, and it is expedient that the Corporation should be authorised to make the said diversion :

And whereas by the Act of 1868 the Company were (section 29) authorised to subscribe towards the construction of the said substituted railways, and the agreement dated the ninth day of March one thousand eight hundred and sixty-eight, set forth in the Schedule A. to the said Act, was entered into between the Corporation and the Company in reference to the said substituted railways, and in reference to a portion of the Passage Railway to be abandoned, and it was provided by the said Act (section 22) that the said substituted railways should, when completed, form part of the Passage Railway in lieu of the portion of that railway to be abandoned :

And whereas it was by the Act of 1868 provided, that the said substituted railways should be completed within four years from the passing of the said Act, which period expires on the twenty-fifth June one thousand eight hundred and seventy-two :

And whereas the Corporation have acquired lands for the purposes of the substituted railways authorised by the Act of 1868, and are in course of making part of these railways :

And whereas it is expedient that the provisions of the Act of 1868 in reference to the Corporation and the Company, and the railways thereby authorised to be made and abandoned, should be made applicable to the diverted railway by this Act authorised, and that the said agreement between the Corporation and the Company should be modified accordingly :

And whereas the supplementary agreement (No. 1) contained in the schedule hereto has been entered into between the Corporation and the Company :

And whereas the agreement dated the thirtieth day of March one thousand eight hundred and sixty-eight, set forth in the Schedule B.

to the Act of 1868, was entered into between the Corporation and the Harbour Commissioners in reference to the removal of the portion of the Passage Railway and the construction of the substituted railways authorised by the Act of 1868, and in reference to the allocation for the use of the Harbour Commissioners of a portion of the Lower Park for the deposit of alluvial matter, and the Harbour Commissioners were authorised to pay to the Corporation three thousand pounds for the use of the portion of the Lower Park by said agreement granted to them :

And whereas the supplementary agreement contained in the schedule hereto (No. 2) has been entered into between the Corporation and the Harbour Commissioners :

And whereas it is expedient that the said agreements contained in the Act of 1868, so far as not altered by the provisions of this Act, and the said supplementary agreements should be sanctioned and confirmed notwithstanding the provisions of this Act authorising a diversion of the railways authorised by the Act of 1868 :

And whereas the Corporation were by the Act of 1868 (sections 151 and 152) authorised to borrow, for the purpose of constructing the railways thereby authorised or in relation thereto, upon the security of the improvement rate or borough fund, any sum not exceeding eighteen thousand nine hundred pounds, reducible by the sums respectively of three thousand pounds payable to the Corporation by the Harbour Commissioners, and two thousand pounds payable by the Company to the Corporation as provided by the Act of 1868 :

And whereas the said sum is insufficient for the said railway purposes authorised by the Act of 1868, and of the diverted railway authorised by this Act, and it is expedient that the Corporation should be authorised to borrow a further sum of money for those purposes :

And whereas plans and sections describing the lines, situations, and levels of the diverted railway by this Act authorised, together with a book of reference to such plans, have been deposited with the clerk of the peace for the county of the city of Cork, and with the clerk of the peace for the county of Cork (and are in this Act referred to as the deposited plans, sections, and book of reference) :

But the objects aforesaid cannot be attained 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,



A.D. 1872. — 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 for all purposes as “The Cork Improvement Act, 1872.”

Provisions of general Acts herein named incorporated.

2. “The Lands Clauses Consolidation Act, 1845,” as amended or varied by “The Railways Act (Ireland), 1851,” “The Lands Clauses Consolidation Acts Amendment Act, 1860,” “The Railways Clauses Consolidation Act, 1845,” and Part I., relating to construction of a railway, and Part II., relating to extension of time, of “The Railways Clauses Act, 1863,” except such of the provisions of those Acts as are varied by or are repugnant to any of the provisions of this Act, are respectively incorporated with this Act.

Same meanings to words in incorporated Acts as in this Act.

3. The several words and expressions to which by the Acts incorporated with this Act meanings are assigned shall in this Act have the same respective meanings; and in the incorporated Acts the expression “the special Act” means this Act, and the expressions “the undertakers,” “the company,” “the commissioners,” or other like expressions, shall mean “the Corporation,” and the expression “the clerk,” or “the clerk of the company,” means the town clerk of the borough of Cork, unless there be in the subject or context something repugnant to or inconsistent with such construction.

Act to be carried into execution by the Corporation.

4. This Act shall be carried into execution by the Corporation acting by the council of the borough of Cork, and Part III. of the Act of 1868, relating to the substituted railway, and Part IV. thereof, relating to the Harbour Commissioners, and the said agreements in the schedule thereto, shall be read together with this Act as forming one Act; and the expressions in the Act of 1868 referring to the railways thereby authorised to be made and removed, and the said agreements in the schedule thereto, shall (except in so far as altered by or inconsistent with this Act) be read as if the railway by this Act authorised had formed part of and been authorised by the Act of 1868; and the provisions of the Act of 1868, except as by this Act provided, and of this Act, shall apply, mutatis mutandis, to the Corporation, the Company, and the Harbour Commissioners, and to the subscriptions authorised by the Company and the Harbour Commissioners, and shall apply in all other respects, in the same way as if the diverted railway by this Act authorised had formed part of the undertaking authorised by the Act of 1868, and the aforesaid subscriptions shall be applicable to the substituted railways authorised by the Act of 1868, as intended to be diverted by this Act.



5. The said agreements contained in the Act of 1868, between the Corporation and the Company and between the Corporation and the Harbour Commissioners, except in so far as varied or altered by the provisions of this Act, and the supplementary agreements between the Corporation, the Company, and the Harbour Commissioners respectively, contained in the schedule hereto, are, together with such supplementary agreements, hereby sanctioned and confirmed, and shall be and continue valid and binding on the Corporation, the Company, and the Harbour Commissioners.

A.D. 1872.  
 Agreements  
 between Cor-  
 poration and  
 Harbour  
 Commis-  
 sioners.

6. The provisions of "The Railways Clauses Consolidation Act, 1845," relating to the deposit with the postmasters of post towns in Ireland of certificates of omissions, misstatements, or erroneous descriptions in certain plans and books of reference therein referred to, and of certain plans and sections of such alterations in the original plans and sections as shall have been approved of by Parliament, shall, for the purposes of this Act, be read and construed as if the expression "clerks of the unions with which such parishes" are included in Ireland" were substituted for "the 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 word "postmasters," and the words "clerk of the union" were substituted for the word "postmaster," wherever the same respectively occur in the said provisions.

Certificates  
 of omission  
 and altera-  
 tion of plans.

7. Subject to the provisions of this Act, the Corporation may make, in the lines and according to the levels shown on the deposited plans and sections, the diverted railway herein-after described, with all proper stations, works, approaches, and conveniences connected therewith, and may enter upon, take, and use such of the lands shown on the deposited plans, and described in the deposited book of reference, as may be required for that purpose.

Power to  
 construct  
 substituted  
 railway.

8. The railway herein-before referred to and authorised by this Act is a railway one mile four and a half chains or thereabouts in length, being a diversion of part of the Railways Nos. 1 and 3 authorised by the Act of 1868, such diversion commencing in the Lower Park, in the parish of Saint Finn Barr's, at a point on the line of the said Railway No. 1 situated three furlongs or thereabouts west from its commencement with the existing line of the Passage Railway, and terminating at a point on said Railway No. 3, in the parish of Saint Nicholas, about two hundred and eight yards from its termination at Albert Street.

Describing  
 diverted rail-  
 way, &c.

9. The period limited for the construction of the Railways Nos. 1 and 3 authorised by the Act of 1868, in so far as the same railways are not authorised to be abandoned by this Act, is hereby extended until one year from the passing of this Act, and if the same rail-

Extension  
 of time for  
 completion  
 of railways  
 authorised



A.D. 1872.  
by the Act  
of 1868.

ways, except as aforesaid, shall not be completed within that period, then on the expiration thereof the powers by the Act of 1868 and this Act granted to the Corporation for making and completing the same shall cease to be exercised, except as to so much thereof as shall then be completed.

Diverted  
railway to be  
considered  
part of sub-  
stituted rail-  
ways autho-  
rised by the  
Act of 1868.

**10.** The diverted railway by this Act authorised shall, for the purpose of tolls, rates, and charges, and for all other purposes, be deemed to have been part of the substituted railways of the Passage Railway authorised by the Act of 1868, and the provisions of that Act shall, except in so far as is expressly modified or altered by this Act, be applicable to the diverted railway.

Lands for  
extraordi-  
nary pur-  
poses.

**11.** The quantity of land to be taken by the Corporation by agreement for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed one acre.

Powers for  
compulsory  
purchases  
limited.

**12.** The powers of the Corporation for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of one year from the passing of this Act.

Period for  
completion  
of works.

**13.** The diverted railway and works shall be completed within two years from the passing of this Act, and if such railway and works shall not be completed within that period, then on the expiration thereof the powers by this Act granted to the Corporation for making and completing the railway and works or otherwise in relation thereto shall cease to be exercised, except as to so much thereof as shall then be completed.

Corporation  
may abandon  
portions of  
authorised  
lines.

**14.** The Corporation shall abandon the construction of so much of the Railways Nos. 1 and 3 authorised by the Act of 1868 as lie between the commencement and termination of the diverted railway by this Act authorised.

Compensation for  
damage to  
land by entry,  
&c. for pur-  
poses of rail-  
ways aban-  
doned.

**15.** The abandonment by the Corporation under the authority of this Act of any portion of any railway or works shall not prejudice or affect the right of the owner or occupier of any land to receive compensation in accordance with the provisions in that behalf of "The Lands Clauses Consolidation Act, 1845," for any damage occasioned by the entry of the Corporation 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 of 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 Corporation to receive compensation, in accordance with the provisions in that behalf of "The Railways Clauses Consolidation Act, 1845," 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 last-mentioned Act or the Act of 1868. A.D. 1872.

**16.** Where before the passing of this Act any contract may have been entered into or notice given by the Corporation for the purchasing of any land for the purposes of or in relation to any portions of the railways or works authorised to be abandoned by this Act, and which shall not be required for the purposes of any of the works by this Act authorised, full compensation shall be made by the Corporation 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," for determining the amount and application of compensation paid for lands taken under the provisions thereof. Compensation to be made in respect of portions of railways abandoned.

**17.** In case at any time hereafter the increasing requirements of the trade of the port of Cork shall, in the opinion of the Harbour Commissioners and of the Corporation, render it expedient to connect, by means of carriage bridges over the substituted or diverted railways, the district of Blackrock in the barony of Cork with the navigation wall or walk, it shall be lawful for the Corporation to erect such bridge or bridges, upon such terms as to cost of erection, and the proportion thereof to be contributed by the Harbour Commissioners, as may be agreed upon between both bodies, and in default of agreement as to proportion of costs between these bodies then as shall be settled by an arbitrator to be appointed by the Board of Trade, whose decision shall be final, and it shall be lawful for either body to apply their funds and revenues for such purpose, and to maintain the bridge or bridges when erected: Provided that no such bridge shall be constructed without the previous consent in writing of the engineer of the Company; and provided further, that the Corporation shall make good any loss or injury to the Company which may arise during the construction of any such bridge. Provision as to erection of bridges over railway.

**18.** The Corporation may from time to time, in addition to the sum they are authorised to borrow for railway purposes by the Act of 1868, borrow at interest for a term of years or otherwise, for the purposes of constructing the railways authorised by the Act of 1868 or in relation thereto, in so far as the same railways are not by this Act authorised to be abandoned, and for the purposes of the diverted railway by this Act authorised, upon the security of the improvement rate or borough fund, any sum not exceeding ten thousand pounds, and the provisions of sections 154, 155, 156, 160, and 162 of the Act of 1868 shall apply to the sum authorised to be borrowed by this Act. Borrowing powers.

A.D. 1872.

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Sinking  
fund to be  
formed.

**19.** The Corporation shall, in respect of all sums of money borrowed by them under the provisions of this Act, set apart annually out of the revenues respectively applicable to the repayment of such moneys an amount equal to one sixtieth part of the original amount of any moneys so borrowed, to be applied as a sinking fund in paying off the moneys so borrowed : Provided always, that it shall not be obligatory upon the Corporation to commence any such sinking fund until five years after the passing of this Act.

Application  
of moneys  
raised by the  
Corporation.

**20.** All moneys which the Corporation may raise under the powers of this Act shall be applied for the purposes authorised by this Act only.

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

**21.** The Corporation shall not, out of any money by this Act authorised to be raised, pay or deposit any such 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 Corporation to construct any railway or to execute any similar work or undertaking.

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

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

Corporation  
not exempt  
from pro-  
visions of  
3 & 4 Vict.  
c. 108.

**23.** Nothing herein contained shall be deemed or construed to exempt the Corporation or borough of Cork from any of the provisions of an Act passed in the session of Parliament held in the third and fourth years of the reign of Her present Majesty, intituled “An Act for the regulation of Municipal Corporations in “Ireland,” or of any general Act now in force relating to municipal corporations in Ireland ; but such Acts, except so far as the same may be expressly varied by this Act, shall be applicable to the Corporation and borough as fully and effectually as if this Act had not been passed, and shall also be applicable to the objects and purposes of this Act.

Expenses  
of Act.

**24.** All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Corporation out of moneys authorised to be borrowed for the railway purposes of the Act of 1868 or of this Act.



The SCHEDULE herein-before referred to.

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No. 1.

AN AGREEMENT under seal, made this twelfth day of December 1871, between the mayor, aldermen, and burgesses of the borough of Cork (herein-after called "the Corporation") of the one part, and the Cork, Blackrock, and Passage Railway Company (herein-after called "the Company") of the other part.

WHEREAS by "The Cork Improvement Act, 1868," and the schedules to that Act annexed, the Corporation were authorised to construct certain lines of railway in the county of the city and borough of Cork in substitution for a portion of the railway of the Company which, under the authority of that Act, was to be abandoned:

And whereas the period for the construction of such railways was by that Act limited to a period of four years from the 25th day of June 1868, and consequently expires on the 25th day of June 1872:

And whereas the several conditions upon which such railways should be constructed were declared and set forth in the agreement contained in the Schedule A. to that Act (being an agreement under seal, made the 9th day of March 1868, between the Corporation and the Company):

And whereas it would be attended with local and public advantage if, notwithstanding the Act of 1868 and the said agreement, the Corporation in the construction of such railways were authorised to deviate in a southerly direction from the lines authorised by that Act:

And whereas it is expedient that the time for the completion of such railways and of the deviation should be extended:

And whereas the Company are willing that such deviation as aforesaid should be made, and that a further period for the completion of the railways with such deviation should be granted to the Corporation, and for these purposes that the said agreement contained in Schedule A. should be varied to the extent and in the manner set forth in these presents, but that in every other respect the said agreement should be continued and confirmed:

And whereas the Corporation, for the more effectual fulfilment of the stipulations on their part contained in the said agreement and in these presents, are willing to give the Company such further security as is herein-after expressed:

A.D. 1872.

Now therefore these presents witness, that, for the considerations herein-after appearing, it is mutually agreed by and between the parties hereto as follows; (that is to say,)

1. The Corporation shall, at their own cost, use their best endeavours to procure the passing into law in the next session of Parliament of a Bill comprising this agreement, and confirming and giving effect to the same, without in any way varying or altering the terms thereof; and the Company, when called upon to do so by the Corporation, shall, at the expense of the Corporation, assist by every means in their power.

2. The provisions of the Cork Improvement Act, 1868, and of the agreement contained in Schedule A. to that Act, shall be varied to the extent and in the manner stated in this agreement, but in all other respects shall be and continue to be valid and binding upon the Corporation and the Company; and the several provisions in the said agreement contained with regard to the "extension railways" shall apply, *mutatis mutandis*, to the deviation authorised by this agreement, as far as the said several provisions respectively are not altered by this agreement.

3. The Corporation shall seek power by the said Bill to abandon so much of the lines of Railway No. 1 and No. 3, authorised by the Cork Improvement Act, 1868, as is shown on the plans deposited for the purposes of the said intended application to Parliament, and thereon distinguished by the letters A and C (and the portion so to be abandoned is herein-after called "the former route").

4. The Corporation shall seek power by the said Bill, in lieu of the former route, to make and construct a deviation of the said Railways No. 1 and No. 3, as described in the said Bill.

5. The Corporation shall not on any portion of such deviation make or construct any level crossing, but all necessary crossings thereon shall be by a bridge or by bridges, to be made and constructed by the Corporation with the approval of the Company's engineer.

6. The Corporation shall at all times hereafter maintain and repair, or pay the Company for the maintenance and repair of any bridge or bridges or other passages and the approaches thereto which may be constructed by them over such deviation as aforesaid, except such injuries as may arise from any unlawful acts or negligence of the Company themselves.

7. The Corporation shall be liable to the Company for all costs and expenses, engineering or otherwise, which have been or which shall be hereafter properly and necessarily incurred by the Company in relation to said Bill and this agreement, and in respect to said deviation, and shall pay the same when ascertained, and that whether the Bill be passed into law or be rejected by Parliament, or be abandoned by the Corporation from any cause before it receives the Royal assent.

8. In the event of the said Bill and this agreement not being passed into law, or being rejected by Parliament, or abandoned by the Corporation, then the said former agreement contained in Schedule A. to the Cork Improvement Act, 1868, and every part thereof, shall remain in full force and effect.



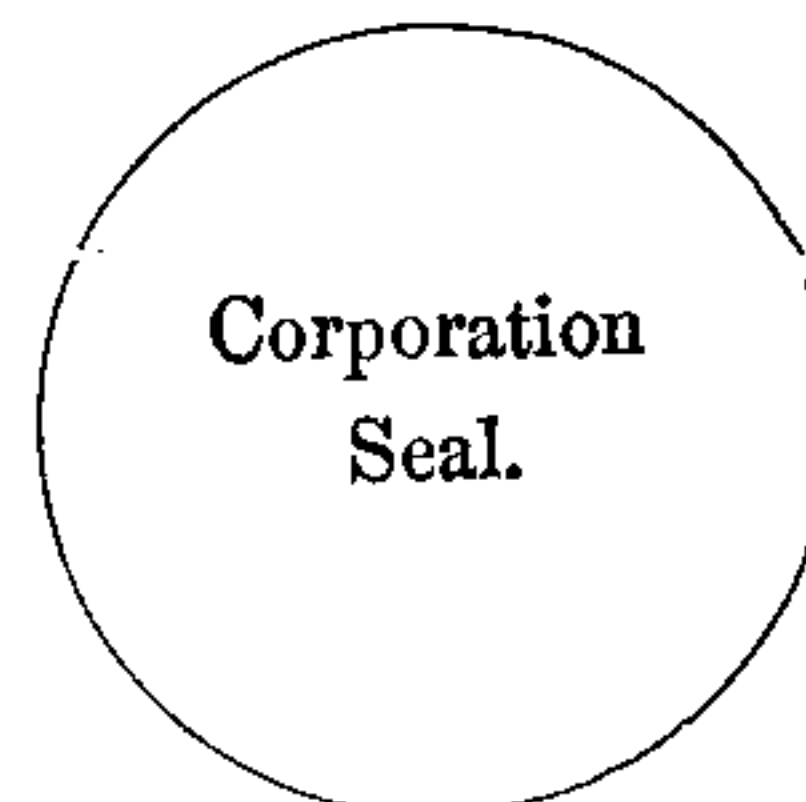
9. The Corporation shall purchase the lands necessary for the construction of the deviation by this agreement authorised within a period of one year from the passing of the said Bill into law.

10. Notwithstanding the extension of time by the foregoing section granted to the Corporation, it is expressly agreed and declared by and between the parties to this agreement, as follows :

- (a.) That for every month and part of a month after the first day of August 1872 during which the railways so modified as aforesaid shall not be constructed and completed to the satisfaction of the inspector of the Board of Trade and the Company's engineer, and supplied with gas, water, and all necessary fittings, and delivered up to the Company ready for traffic, the Corporation shall pay to the Company a penalty at the rate of one hundred pounds per month.
- (b.) Such penalty or penalties shall be in lieu of the penalty imposed upon the Corporation by the Act of 1868, or by Schedule "A." to that Act, for failure to complete the railways by that Act authorised within the prescribed limits of time.
- (c.) The penalty or penalties by this agreement authorised shall be recoverable from the Corporation in the same manner as by "The Cork Improvement Act, 1868," was provided with regard to the penalty recoverable under that Act.

In witness whereof the Corporation have caused the common seal of the said borough of Cork to be affixed to this agreement, and the Railway Company have also hereunto affixed their common seal, the day and year first above written.

Present when the common seal  
of the borough of Cork was affixed  
hereto,



ALEX. MCCARTHY, jr., Town Clerk.

Present when the common seal  
of the Company was affixed hereto,



JOHN HACKETT, Secretary.

A.D. 1872.  

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## No. 2.

AN AGREEMENT under seal, made this twelfth day of December 1871, between the mayor, aldermen, and burgesses of the borough of Cork (herein-after called "the Corporation") of the one part, and the Cork Harbour Commissioners, herein-after called the Commissioners, of the other part.

WHEREAS by "The Cork Improvement Act, 1868," (herein-after called "the Act of 1868") the Corporation were authorised to construct certain lines of railway in substitution for a portion of the railway of the Cork, Blackrock, and Passage Railway Company, which under the authority of the Act of 1868 was to be abandoned, and the time for the construction of such railways was by the Act of 1868 limited to a period of four years from the 25th day of June 1868 :

And whereas by the agreement contained in Schedule B. to the Act of 1868 (being another agreement under seal entered into the 30th day of March 1868 between the Corporation and the Commissioners) permission was granted to the Commissioners, upon the terms and for the purposes in the Act of 1868 and in the said agreement mentioned, to use for the deposit of dredged stuff a site which would be rendered available by the removal of the portion of railway so to be abandoned :

And whereas the Corporation have given notice of their intention to apply to Parliament in the next session for an Act conferring upon them powers to deviate from the line of the Railways Nos. 1 and 3 authorised by the Act of 1868, and the Commissioners are willing and desirous that such powers should be conferred upon the Corporation :

Therefore it is mutually agreed by and between the Corporation and the Commissioners as follows ; (that is to say,)

1. The Corporation and the Commissioners shall, at the sole costs and charges of the Corporation, use their utmost endeavours to procure the passing of the intended Act promoted by the Corporation.

2. The Corporation, in lieu of constructing the substituted railways as authorised by the Act of 1868, and shown upon the plans deposited for the purposes of that Act, shall be at liberty to construct the railways and deviation railway in all respects as shown upon the plans deposited for the purposes of the intended Act.

3. The several provisions of the Act of 1868, and of the agreement between the Corporation and the Commissioners contained in Schedule B. to that Act, may and shall be varied by the intended Act to any extent requisite for giving effect to this agreement, but in other respects shall continue valid and binding upon the Corporation and the Commissioners.

In witness whereof the Corporation have caused the common seal of the said borough of Cork to be hereunto affixed, and the undersigned three Commis-



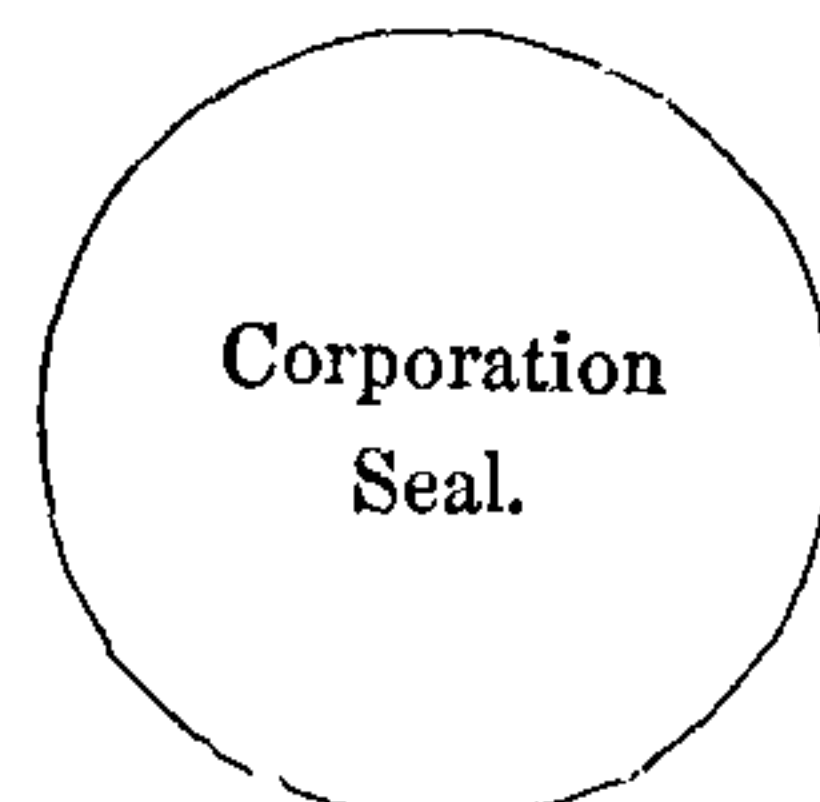
[35 VICT.]

*The Cork Improvement Act, 1872.*

[Ch. viii.]

sioners, in the name and on behalf of the Commissioners, have hereunto affixed the seal of the Commissioners, the day and year first above written. A.D. 1872.

Present when the common seal  
of the borough of Cork was affixed  
hereto,



ALEX. MCCARTHY, jr., Town Clerk.

Signed, sealed, and delivered  
with the seal in the name and in  
behalf of the Cork Harbour Com-  
missioners, by three of the said  
Commissioners, namely :—Alex-  
ander McOstrich, Esq., J.P.;  
Abraham George Sutton, Esq.,  
and Joseph William McMullen,  
Esq.,



The Cork Harbour Commissioners.

In the presence of  
ALEX. MCCARTHY, jr.,  
Town Clerk.

By

ALEXANDER MCOSTRICH.  
ABRAHAM G. SUTTON.  
JOSEPH W. McMULLEN.

