



ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

# VICTORIÆ REGINÆ.

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## Cap. ccxvi.

An Act to authorize the Construction of a Railway and Branch Railway to be called “The *Waterford and Wexford* Railway,” and of a Harbour in *Greenore Bay*; and for other Purposes.

[25th July 1864.]

**W**HEREAS the Construction of a Railway from the River *Suir* in the Parish of *Saint James and Dunbrody* in the County of *Wexford* to the proposed Line of the *Dublin, Wicklow, and Wexford* Railway in the Parish of *Carrick* in the said County, and also the Construction of a Branch Railway from the said first-mentioned Railway to *Greenore Bay* in the same County, and of a Pier or Harbour in the said Bay, would be attended with great local and public Advantage: And whereas the Persons hereinafter named, with others, are willing at their own Expense to construct such Railway and Branch Railway and Pier or Harbour: And whereas Plans and Sections of the said Railway and Branch Railway and Pier or Harbour showing the Lines, Levels, and Situation thereof respectively, with Books of Reference to the Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and of the Occupiers of the Lands in, through, and upon

[Local.]

35 A

which

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which the same respectively are intended to pass and be made, or which may be required for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace for the County of *Wexford*: And whereas it is expedient that the *Dublin, Wicklow, and Wexford* Railway Company and the *Waterford and Passage* Railway Company, or either or both of them, should be authorized to enter into the Arrangements herein-after contained with respect to the Working, Use, and Management of the said Railway and Branch Railway, and that Provision should be made for securing the convenient Interchange, Accommodation, and Transmission of Traffic between the Company by this Act authorized to be incorporated on the one hand, and the *Dublin, Wicklow, and Wexford* Railway Company and the *Waterford and Passage* Railway Company, or either of them, on the other hand: And whereas the Purposes of this Act cannot be accomplished 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 Waterford and Wexford Railway and Harbour Act, 1864.*"

8 & 9 Vict. 2. "The Companies Clauses Consolidation Act, 1845," and Part I.  
 cc. 16. 18. & of "The Companies Clauses Act, 1863," and so much of "The  
 20., Lands Clauses Consolidation Act, 1845," as is not inconsistent with  
 14 & 15 Vict. or altered by "The Railways Act (*Ireland*), 1851," and "The  
 c. 70., Lands Clauses Consolidation Acts Amendment Act, 1860," "The  
 10 & 11 Vict. Railways Clauses Consolidation Act, 1845," "The Railways Act  
 c. 27., (*Ireland*), 1851," "The Railways Act (*Ireland*), 1860," and Parts I.  
 23 & 24 Vict. and III. of "The Railways Clauses Act, 1863," and "The Har-  
 c. 106., and bours, Docks, and Piers Clauses Act, 1847," shall, save so far as the  
 26 & 27 Vict. same respectively are expressly varied or excepted by this Act, be  
 c. 92. & 118. incorporated with and form Part of this Act: Provided always, that  
 incorpo- the Provisions of "The Harbours, Docks, and Piers Clauses Act,  
 rated. 1847," with respect to Lifeboats, and with respect to keeping a Tide  
 and Weather Gauge, shall not be in force under or for the Purposes  
 of this Act unless and until and except only so far as the Board of  
 Trade, by Notice in Writing under the Hand of One of the Secre-  
 taries to that Board to the Company, shall require the Company to  
 conform either wholly or in part to those Provisions respectively.

Interpre-  
 tation of  
 Terms.

3. In construing this Act and (in connexion with this Act) the Acts incorporated herewith the following Expressions shall have the respective Meanings hereby assigned to them, unless there be something



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thing in the Subject or Context repugnant to or inconsistent with such Construction; (that is to say,)

“The Railway” shall mean the Railway and Branch Railway and Works connected therewith respectively by this Act authorized, including the Lines of Railway on the Pier:

“The Undertaking” shall mean the Railway, Branch Railway, Pier, or Harbour, and all Works and Undertakings of the Company by this Act authorized:

In Sections 13, 18, and 19 of “The Railways Clauses Act, 1863,” the Expression “Work” shall mean the Railway and Branch Railway, and also the Pier and Breakwater and Works connected therewith respectively:

The Expression “the Undertakers” in “The Harbours, Docks, and Piers Clauses Act, 1847,” shall mean the Company by this Act incorporated.

4. *Cusack Patrick Roney Knight, George Le Hunte, Francis Augustine Leigh, John Thomas Rossborough Colclough, David Ogilvy, Joseph William Holland, Edward Corry, Frederick William Sedgwick, Wheatley Kirk, Stanislaus Joseph Paris, Humphrey Williams Wood,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purposes of the Undertaking; and such Company shall be incorporated by the Name of “the *Waterford and Wexford* Railway Company,” and by that Name shall be a Body Corporate with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained; and their Undertaking shall be called “the *Waterford and Wexford* Railway.”

Subscribers  
incorporated.

5. The Capital of the Company shall be Three hundred and thirty thousand Pounds, divided into Thirty-three thousand Shares of Ten Pounds each; but it shall not be lawful for the Company to issue any Share, nor shall any Share vest in the Person accepting the same, unless and until a Sum being not less than One Fifth Part of the Amount of such Share shall have been paid up in respect thereof.

Capital.

6. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share.

Calls.

7. The

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Power to  
borrow on  
Mortgage.

7. The Company may borrow on Mortgage any Sums not exceeding in the whole One hundred and ten thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital of Three hundred and thirty thousand Pounds shall have been subscribed for *bonâ fide* and issued, and One Half paid up, and until they shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that all such Capital has been subscribed for *bonâ fide* and issued, and that One Fifth of every Share has been paid on Issue of the same, and is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable.

Arrears may  
be enforced  
by the Ap-  
pointment of  
a Receiver.

8. The Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of such Receiver, in the event of the Principal Monies due on any such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Ten thousand Pounds in the whole.

First and  
other Meet-  
ings.

9. The First Ordinary Meeting of the Company shall be held within Six Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held at such Times as the Shareholders at such First Ordinary Meeting may determine.

Quorum of  
General  
Meetings.

10. The Quorum of General Meetings of the Company shall be Twelve Shareholders present, personally or by proxy, holding in the aggregate not less than Twenty thousand Pounds in the Capital of the Company.

Number and  
Qualification  
of Directors.

11. The Number of Directors shall be Seven, and the Qualification of a Director shall be the Possession in his own Right of Thirty Shares in the Undertaking.

Power to  
increase the  
Number of  
Directors.

12. It shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the Number when reduced shall not be less than Five.

First  
Directors.

Such Direc-  
tors to con-  
tinue in  
Office until  
First Meet-

13. *Cusack Patrick Roney Knight, Joseph William Holland, David Ogilvy, Edward Corry, and Frederick William Sedgwick* shall be Five of the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by proxy, may either continue in Office the Directors appointed by



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by this Act or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the First Ordinary Meeting to be held in every Year thereafter the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," and in this Act contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845," or by this Act, or either of them.

ing after  
passing of  
Act.

14. The Quorum of a Meeting of Directors shall be Three.

Quorum.

15. It shall be lawful for the Company, subject to the Provisions in this and in the Acts incorporated herewith contained, to make and maintain the Railway and Branch Railway herein-after described, with all proper Works, Approaches, Stations, and Conveniences connected therewith respectively, in the Line and upon the Lands delineated upon the said Plans and described in the Books of Reference, and according to the Levels described on the Sections respectively deposited as aforesaid, and the Company may enter upon, take, and use such of those Lands as may be necessary for such Purposes.

Power to  
make Rail-  
way accord-  
ing to depo-  
sited Plans.

16. It shall be lawful for the Company, subject to the Provisions in this and in the Acts incorporated herewith contained, to make and maintain the said Pier or Harbour in the Situation and upon the Lands delineated upon the Plans and described in the Book of Reference, and according to the Levels described on the Sections respectively deposited as aforesaid, and to make and maintain all such Works and Conveniences as they may think necessary for the Purposes of the said Pier or Harbour, and to enter upon, take, and use such of those Lands as they shall deem necessary for the Purposes thereof.

Power to  
make Har-  
bour.

17. The Works by this Act authorized comprise the following; (that is to say,)

Description  
of Works.

The making and maintaining a Railway commencing on the tidal Beach of the River *Suir* in the County of *Wexford*, and terminating at a Point in the Line of the proposed Extension to the Town of *Wexford* of the *Dublin, Wicklow, and Wexford* Railway in the Parish of *Carrick* in the said County:

[Local.]

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The

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The making and maintaining a Branch Railway commencing in the Parish of *Killiane* in the same County by a Junction with the Railway by this Act authorized, and terminating at *South Bay*, otherwise *Greenore Bay*, near to *Greenore Point* in the same County :

The making and maintaining a Pier or Harbour in *Greenore Bay* aforesaid at or near the Termination of the said Branch Railway, and extending thence in a seaward or north-easterly Direction Eight hundred and thirty Yards or thereabouts, and a Breakwater of Five hundred Yards in Length, bearing North by West, having an Entrance Width in the Line of Pier of Four hundred Yards, with Lines or Rails upon the Pier in connexion with the Company's Railway, and with Power for the Company to dredge and deepen on the West Side and in front of such Pier.

Inclination  
of Roads.

18. The Company may make the Roads herein-after mentioned, when altered, of any Inclinations as steep as but not steeper than the respective Inclinations following; (that is to say,)

No. on Plan.	Parish.	Description of Road.	Rate of Inclination.
10	Tintern - -	Public Road -	1 in 16
62	Ballingly - -	Public Road -	1 in 19
17	Ballymitty - -	Public Road -	1 in 19
70	Kilmannan - -	Public Road -	1 in 19.
4	Kildavin - -	Public Road -	1 in 20, and to be carried over the Railway.

As to De-  
posit of  
Plans with  
Clerks of  
Unions.

19. Whereas by "The Railways Clauses Consolidation Act, 1845," it is provided that Certificates of any Omission, Mis-statement, or erroneous Description in certain Plans and Books of Reference therein referred to shall be deposited with the Postmasters of the Post Towns in or nearest to the several Parishes in *Ireland* in which the Lands affected thereby shall be situated; and it is also provided that certain Plans and Sections of such Alterations in the original Plans and Sections as shall have been approved of by Parliament shall also be deposited with such Postmasters, and be returned and produced by them for Inspection in manner therein mentioned: And whereas, in compliance with the present Standing Orders of both Houses of Parliament, the several Plans, Sections, and other Documents heretofore required to be deposited with the Postmasters of the Post Towns in *Ireland* are now deposited with the Clerks of Poor Law Unions instead of such Postmasters: Therefore, with reference to this Act, all the Provisions of "The Railways Clauses Consolidation Act, 1845," relating to the Matters aforesaid, and to the Expression "Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*,"



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*Ireland*," or the Word "Postmasters" in the said Act, 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 Act in lieu of the Expression "the 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.

**20.** The Quantity of Land to be taken by Agreement by the Company adjoining or near to the Railway for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," in addition to the other Lands which they are authorized to purchase, shall not exceed Six Acres.

Lands for extraordinary Purposes for Railway.

**21.** The Quantity of Land to be taken by Agreement by the Company adjoining or near to the Harbour for the extraordinary Purposes mentioned in "The Harbours and Piers Clauses Act, 1847," in addition to the other Lands which they are authorized to purchase, shall not exceed Four Acres.

Land for extraordinary Purposes for Harbour.

**22.** The Powers by this Act conferred for the compulsory Purchase of Lands shall not be exercised after the Expiration of Three Years from the passing of this Act.

Powers for compulsory Purchases limited.

**23.** Previously to commencing the Construction of any Part of the Pier or Harbour below High-water Mark the Company shall deposit at the Board of Trade Plans, Sections, and Working Drawings of such Part of the Pier or Harbour for the Approval of the Board of Trade, such Approval to be signified in Writing under the Hand of One of the Secretaries of that Board, and such Part of the Pier or Harbour shall be constructed only in accordance with such Approval, and when any Part of such Pier or Harbour shall have been commenced or constructed below High-water Mark, it shall not be lawful for the Company at any Time to alter or extend the same without obtaining previously to making any such Alteration or Extension the like Consent or Approval; and if any such Part of the Pier or Harbour shall be commenced or completed, or be altered or constructed contrary to the Provisions of this Act, it shall be lawful for the Board of Trade to abate, alter, and remove the same, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs of Suit.

Working Plans to be submitted to Board of Trade before commencing.

**24.** The Railway and Pier or Harbour shall be completed within Five Years from the passing of this Act, and on the Expiration of such

Period for Completion of Works.

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such Period the Powers by this Act granted to the Company for making the same or otherwise in relation thereto respectively shall cease to be exercised except as to so much of the same respectively as shall then be completed.

Money deposited in Court of Chancery to be forfeited to the Crown.

**25.** Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Twenty-six thousand nine hundred Pounds New Three Pounds *per Centum* Reduced Annuities, which is equal in Value to the Sum of Twenty-four thousand four hundred and forty-eight Pounds, being Eight *per Centum* upon the Amount of the Estimate of Expense of the Railways and Pier or Harbour proposed to be authorized by this Act, has been deposited with the Court of Chancery in *Ireland*, pursuant to the same Act, in respect to the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of Twenty-six thousand nine hundred Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway and Branch Railway and Pier or Harbour, either open the same respectively for the public Conveyance and Use of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railway and Branch Railway and Pier or Harbour for the public Conveyance and Use of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Twenty-six thousand nine hundred Pounds deposited as aforesaid, and the Interest and Dividends thereof, shall, immediately from and after the Expiration of the said Period, be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name the said Sum shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of

Twenty-



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Twenty-four thousand four hundred and forty-eight Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Twenty-four thousand four hundred and forty-eight Pounds if the Company shall not within the Time limited for the Completion of the Railway and Branch Railway and Pier or Harbour either open the same respectively for the public Conveyance and Use of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money so deposited as aforesaid, and the Interest and Dividends thereof, shall be paid to or on Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having been passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

26. The Limits of the Pier or Harbour and Anchorage for the Purpose of this Act shall be the outer Line of the Breakwater and Pier and a straight Line drawn from East to West (Magnetic) from the North End of the Breakwater to the Shore at High Water, within which prescribed Limits the Pier or Harbour Master appointed under the Provisions of this or the incorporated Acts may exercise the Powers of such Act or Acts, and shall extend over any Water or tidal Land and Foreshore situated at the Boundary before described. Limits of Harbour.

27. subject to the Provisions of this Act and of the Acts incorporated herewith, the Company may from Time to Time dredge, deepen, and scour that Portion of *Greenore Bay* which lies within the Limits of this Act, and may place and maintain Moorings, Buoys, Power to dredge, scour, and buoy.

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Dolphins,



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Dolphins, Capstans, and other necessary Works and Things for the warping or otherwise assisting Vessels entering or leaving the said intended Pier or Harbour, or lying outside or along the same, and may do, execute, and perform all such Acts, Matters, and Things, either in or upon the Lands and Works belonging to them or within the Limits of this Act, as they shall think necessary or proper for preventing and removing Obstructions or Impediments thereon or therein, and for preserving and facilitating the Access to and increasing the Convenience or Security of the said intended Pier or Harbour, and generally for preserving the Navigation within the Limits of this Act; and the Company may also maintain and buoy off each Side of *South Shear Channel* to Seaward from the East End of the Breakwater in a straight Line to the Buoy on *Holden's Bed*, and from thence to the Buoy on the South End of *Long Bank*, and crossing the Entrance of *South Shear Channel* to *Carrick Rock* and *Greenore Point*, and thence by the Line of the Shore at High Water to the proposed Pier, without Hurt, Prejudice, or Obstruction to the Entrance or Channel leading into the South Bay of *Wexford* by the Exercise of these further Powers outside the Limits of the Harbour described.

Power to  
dispose of  
Materials.

28. It shall be lawful for the Company to use and dispose of in such Manner as they shall think proper on their own Lands or to sell the Mud, Sand, and other Materials which shall be so dredged, dug out of, or removed from the Harbour in execution of the Powers of this Act.

Power to  
provide  
Lights, &c.

29. Subject to the Provisions of this Act and of the Acts incorporated herewith, it shall be lawful for the Company to provide, fix, and maintain such Lights, Beacons, Buoys, Mooring Posts, and other Conveniences as they shall judge expedient for the Guidance and Use of Vessels resorting to the Harbour, but no such Power shall be exercised without the Consent of the Corporation for preserving and improving the Port of *Dublin*.

Slips and  
Gridirons.

30. The Company may construct Slips and Gridirons for the Repair of Vessels, and may make such Charges for the Use thereof and such Regulations with respect to the same as they shall think fit.

Any Land  
reclaimed by  
the Works  
not to be  
taken with-  
out the Con-  
sent of the  
Commis-  
sioners of  
Woods, &c.

31. That if in the Course or by means of the Execution of any of the Works by this Act authorized any Part of the Shores or Bed of the said Harbour, or of the Sea beyond the Mouth thereof belonging to Her Majesty shall be inned, gained, or reclaimed from the Water, the said Company shall not have or exercise any Right upon the same or in respect thereof, and shall not enter upon, take, use, or interfere with the Lands so inned, gained, or reclaimed for any Purpose



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Purpose whatsoever, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, but such inuring, gaining, or Reclamation shall enure absolutely for the Benefit of the Queen's Majesty, Her Heirs and Successors.

**32.** The Company may demand and take for the Use of the Railway, and for the Supply of Carriages, Waggon, or Trucks, any Tolls not exceeding the following; (that is to say,)

First, in respect of Passengers conveyed upon the Railway or any Part thereof, as follows: Tolls.  
For Passengers.

For every Person, Twopence *per* Mile; and if conveyed in or upon a Carriage belonging to the Company an additional Sum of One Penny *per* Mile:

Second, in respect of Animals conveyed upon the Railway or any Part thereof, as follows: For Animals.

Class 1. For every Horse, Mule, or other Beast of Draught or Burden, Threepence *per* Mile; and if conveyed in or upon a Carriage belonging to the Company an additional Sum of One Penny *per* Mile:

Class 2. For every Ox, Cow, Bull, or Neat Cattle, Twopence *per* Head *per* Mile; and if conveyed in or upon a Carriage belonging to the Company an additional Sum of One Penny *per* Mile:

Class 3. For every Calf, Pig, Sheep, Lamb, and other small Animal, One Penny each *per* Mile; and if conveyed in or upon a Carriage belonging to the Company an additional Sum of One Halfpenny *per* Mile:

Third, in respect of Goods and other Things conveyed upon the Railway or any Part thereof, as follows: Tonnage on Articles of Merchandise.

Class 4. For all Dung, Compost, and all Sorts of Manure, and all undressed Material for the Repair of public Roads or Highways, Coals, Coke, Culm, Cannel, Ironstone, Iron Ore, Pig Iron, Bar Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and rolled Iron, Limestone, Chalk, Lime, Bricks, Salt, Sand, Fireclay, Cinders, Slag, and Stone, *per* Ton *per* Mile One Penny; and if conveyed in a Carriage belonging to the Company an additional Sum *per* Ton *per* Mile of One Halfpenny:

Class 5. For all Charcoal, Stone for building, pitching, and paving, Tiles, Slates, and Clay (except Fireclay), and for Wrought Iron not otherwise specifically classed herein, and for heavy Iron Castings, including Railway Chairs, *per* Ton *per* Mile One Penny Halfpenny; and if conveyed in a Carriage belonging to the Company an additional Sum *per* Ton *per* Mile of One Halfpenny:

Class

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Class 6. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, and Metals (except Iron), Nails, Anvils, Vices, and Chains, and for light Iron Castings, *per Ton per Mile* Twopence Halfpenny; and if conveyed in a Carriage belonging to the Company an additional Sum *per Ton per Mile* of One Penny:

Class 7. For Cotton and other Wools, Drugs, and manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* Threepence; and if conveyed in a Carriage belonging to the Company an additional Sum *per Ton per Mile* of One Penny:

For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, conveyed on a Truck or Platform belonging to the Company, Sixpence *per Mile*; and a like Sum of One Penny Halfpenny *per Mile* for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Tolls for propelling Power.

33. The Company may demand for the Use of Engines for propelling Carriages on the Railway any Sum not exceeding One Penny *per Mile* for each Passenger or Animal, or for each Ton of Goods or other Articles.

Maximum Rates of Charge.

34. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers along the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums; (that is to say,)

For Passengers.

For every Passenger conveyed in a First-class Carriage, Threepence *per Mile*:

For every Passenger conveyed in a Second-class Carriage, Twopence *per Mile*:

For every Passenger conveyed in a Third-class Carriage, One Penny Farthing *per Mile*:

For Animals and Goods.

And the maximum Rates of Charge to be made by the Company for the Conveyance of Animals and Goods, including the Tolls for the Use of the Railway, and Waggons or Trucks, and for locomotive Power, and every other Expense incidental to such Conveyance (except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Duty or Business of a Carrier, where such Services or any of them are or is performed by the Company), shall not exceed the following Sums; (that is to say,)

For every Animal in Class 1, Fourpence *per Mile*;

For



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For every Animal in Class 2, Threepence *per* Mile ;  
 For every Animal in Class 3, One Penny Halfpenny *per* Mile ;  
 For everything in Class 4, One Penny Halfpenny *per* Ton *per* Mile ;  
 For everything in Class 5, Twopence *per* Ton *per* Mile ;  
 For everything in Class 6, Threepence *per* Ton *per* Mile ;  
 For everything in Class 7, Fourpence *per* Ton *per* Mile ;

And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile Sixpence, and One Penny Halfpenny for every additional Quarter of a Ton :

Provided always, that no Station shall be considered a Terminal Station in regard to any Goods conveyed on the Railway which shall not have been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Terminal  
Station.

**35.** The following Provisions and Regulations shall be applicable to the fixing of such Tolls and Charges ; (that is to say,) Regulations  
as to the  
Tolls.

For Articles or Persons conveyed on the Railway for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles :

For a Fraction of a Mile beyond Four Miles, or any greater Number of Miles, the Company may demand Tolls on Animals, Minerals, and Merchandise for such Fraction in proportion to the Number of Quarters of a Mile contained therein ; and if there be a Fraction of a Quarter of a Mile, such Fraction shall be deemed a Quarter of a Mile ; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile :

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction ; and if there be a Fraction of a Quarter of a Ton, such Fraction shall be deemed a Quarter of a Ton :

With respect to all Articles except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton, and so on in proportion for any smaller Quantity.

**36.** And with respect to small Packages and single Articles of great Weight, be it enacted, That, notwithstanding the Rates of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following ; (that is to say,) Tolls for  
small Parcels  
and single  
Articles of  
great  
Weight.

For the Carriage on the Railway or any Part thereof of any Parcel not exceeding Seven Pounds in Weight, Threepence ;

[Local.]

35 D

For



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For the Carriage of any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Fivepence ;

For the Carriage of any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sevenpence ;

For the Carriage of any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence ;

And for the Carriage of any Parcel exceeding Fifty-six Pounds but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which they think fit :

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

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

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

Passengers  
Luggage.

**37.** Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twenty Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Company  
may take  
increased  
Charge by  
Agreement.

**38.** Provided always, That nothing herein contained shall be held to prevent the Company from taking any increased Charge over and above the Charges herein-before limited for the Conveyance of Goods of any Description by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Restriction  
as to Charges  
not to ap-  
ply to Special  
Trains.

**39.** Provided also, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special Train that may be required upon the Railway, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

40. If



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**40.** If under the Provisions of this Act or of "The Railways Clauses Consolidation Act, 1845," or any Contract or Agreement authorized by this Act, the Company agree with any other Company for the Use by any such other Company of the Railway, then and in such Case, during such Contract or Agreement, Tolls and Charges not exceeding such as are authorized by this Act may be demanded and taken by such other Company upon or in respect of the Railway in accordance with the Terms and Stipulations of such Contract or Agreement; and such Tolls and Charges or any agreed proportionate Part thereof shall be paid over to the Company or be retained by such other Company for their own Use or Benefit, subject to such Deductions, Payments, or Liabilities as may be provided for in such Contract or Agreement.

Tolls may be taken by other Companies subject to Working Agreement.

**41.** The Company may demand and receive for every Person who shall land from or embark in any Vessel at or from or within the Limits of the Pier or Harbour, when and so soon as the Works shall be completed or so far formed that Passengers are able to embark or land from or at the same, and for every Person who shall walk on or use the Pier, in respect of every such Landing or Embarkment, and at every Time of entering or coming upon the Pier, and for all Animals, Articles, Goods, and Things (not being Articles of Merchandise) in the Schedule (A.) to this Act mentioned, which shall be landed or shipped, received or delivered, from or upon the said Pier or within the Limits of the Harbour, any Sum not exceeding the Sum mentioned in respect thereof in the Schedule (A.) to this Act.

Rates on Passengers on Pier as in Schedule (A.)

**42.** The Company may demand and receive for all Goods, Wares, and Merchandise in the Schedule (B.) to this Act mentioned, which shall be shipped or unshipped, received or delivered, from or upon the Pier or Harbour, or within the Limits thereof, any Sum not exceeding the several respective Rates specified in the said Schedule (B.)

Rates on Goods shipped or unshipped at the Pier as in Schedule (B.)

**43.** The Company may demand and receive for every Vessel using the Pier or Harbour, or coming within the Limits thereof, any Sum not exceeding the several respective Rates specified in the Schedule (C.) to this Act.

Rates on Vessels as in Schedule (C.)

**44.** If any Boat or Vessel shall come within the Limits of the Pier or Harbour for the Purpose of Anchorage or Shelter only, by reason of any Accident or Stress of Weather, and shall not load or unload, or embark or disembark Passengers, Live Stock, or Goods of any Description within such Limits, such Boat or Vessel shall be entitled to remain within the said Limits for any Period not exceeding Twelve Hours without Payment of any Rates; but if such Boat or Vessel shall remain within the said Limits for any Period exceeding Twelve

No Rate on Vessels in certain Events.



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Twelve Hours and not exceeding One Week, the Company may demand and receive in respect thereof a Rate not exceeding One Shilling and Threepence *per* Ton if such Boat or Vessel be of a registered Tonnage of Two thousand five hundred Tons or upwards, and a Rate not exceeding Sixpence *per* Ton if such Boat or Vessel be of a registered Tonnage of less than Two thousand five hundred Tons; and if any such Boat or Vessel shall remain within the said Limits for a longer Period than One Week, the Company may demand and receive in respect thereof a Rate not exceeding One Penny *per* Ton for every additional Day that such Boat or Vessel shall so remain, whatever be the registered Tonnage thereof: Provided always, that the said Rates shall not be exigible in respect of Fishing Boats, Pilot Boats, Yachts, or Pleasure Boats, or Tug Boats: Provided also, that if any Dispute or Question as to the Existence or Continuance of the Necessity for any such Boat or Vessel coming or remaining within the Limits of the said Pier or Harbour as aforesaid shall arise, the same shall be determined by the Harbour-master of the Port of *Wexford* for the Time being, who shall have all the Authorities of a sole Arbitrator appointed by all Parties interested.

Cranes,  
Weighing  
Machines,  
&c.

45. The Company may, from Time to Time, provide, lay down, erect, alter, renew, maintain, and use upon and in connexion with the Pier or Harbour, or any Part thereof, not only Lines of Rails, but also all such Turn-tables, Cranes, Lifts, Drops, Engines, Shears, Weighing and other Machines, Weights, Measures, and other Conveniences as they may from Time to Time think proper or necessary for loading, unloading, moving, measuring, and weighing any Goods, Articles, or Things landed at or delivered from the Pier or Harbour; and any Person or Persons who may have Occasion so to do shall, subject to the Regulations established by the Company, be entitled to the Use and Benefit of such Conveniences, and the Company, in addition to the other Sums which they are by this Act empowered to demand, may demand, receive, and take for the Use thereof, including the Labour of Persons to be employed by the Company for Services at the Pier or Harbour, at all reasonable Times, and for and in respect of any other Work or Accommodation to be performed or afforded, and any Materials to be supplied, in respect of any Vessels, Goods, Wares, Merchandise, Coal, Coke, Cinders, or other Articles or Things, such Rates and Charges as may be from Time to Time agreed upon between such Person or Persons and the Company, and shall from Time to Time be appointed by the Company by any Byelaw, and the Company may recover such Rates and Charges from such Person or Persons respectively, or from the Master or Owners of such Vessels, or from the Consignee or other Person having the Charge of such Goods or Things.

46. For



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46. For the Landing or Shipment by the Company of any Slate or other Minerals by means of Drops or other Machinery at the Pier, they may demand, receive, and take any Sum not exceeding Two-pence *per* Ton; for the Weighing by the Company at or near to the Pier of Slate or other Minerals (including the Use of Weighing Machines) they may demand, receive, and take any Sum not exceeding One Penny *per* Ton. Slates, &c.

47. The Company may from Time to Time appoint and remove any Pier-master or Harbour-master, Meters, Weighers, Collectors, Constables, Officers, and Servants as the Company may think proper for the Execution of any of the Purposes of this Act, and may determine their respective Remuneration, Duties, and Regulations; and the Company may also from Time to Time appoint and license and remove such Pilots as they shall think proper to act within the Limits of the Harbour; and it shall not be lawful for any Person or Persons to act as Pilots within the Limits of the Harbour other than such Person or Persons as may be appointed and licensed by the Company under the Powers for such Purpose herein contained: Provided always, that no Person or Persons shall be licensed to act as such Pilot or Pilots until he or they shall have been duly examined by and received a Certificate from Three Masters of Vessels trading to the Harbour, and well acquainted with the Coast, of his or their Fitness and Capacity to be such Pilot or Pilots; but the Employment of a licensed Pilot shall not be compulsory on Persons desirous of navigating their Vessels without a Pilot. Appoint-  
ment of  
Officers.

48. Every Constable nominated or appointed by the Company having just Cause to suspect that any Felony has been or is about to be committed on board any Vessel in the Harbour may enter at all Times, as well by Night as by Day, into and upon every such Vessel, and may search the same, and may take all necessary Measures for the effectual Prevention or Detection of all Felonies which he has just Cause to suspect have been or are about to be committed, and may apprehend and detain all Persons suspected to be concerned in such Felonies, and may seize all Property suspected to be stolen, and may produce the same before some Justice. Power to  
Constables  
to go on  
board Ves-  
sels in the  
Harbour.

49. The Tolls, Rates, and Charges to be taken upon or in respect of the Railway and Branch Railway, and also those to be taken upon or in respect of the Pier or Harbour, shall at all Times be charged equally and after the same Rate to all Persons under the like Circumstances, and in respect of like Vessels, Things, Machinery, Accommodation, or Services, and no Reduction or Advance in any of the Tolls, Rates, or Charges to be taken upon or in respect of the Railway or Branch Railway shall be made in favour of or against Tolls and  
Rates to be  
charged  
equally.

[*Local.*]35 *E*

any



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any Passengers, Animals, or Goods by reason of their having used or not having used the Pier or Harbour, and no Reduction or Advance in any Rates or Charges to be taken upon or in respect of the Pier or Harbour shall be made in favour of or against any Passengers, Animals, or Goods by reason of their having used or not having used the Railway or Branch Railway or any Part thereof respectively.

Power to enter into Traffic Arrangements with Dublin, Wicklow, and Wexford Railway Company.

**50.** Subject to the Provisions of this Act, the Company on the one hand, and the *Dublin, Wicklow, and Wexford Railway Company* and the *Waterford and Passage Railway Company*, or either of them, on the other hand, may from Time to Time enter into Contracts or Arrangements with respect to the following Purposes, or any of them; (that is to say,)

The running over, Working, Use, Management, Maintenance, and Repair of the Railway or any Part thereof, with the Use of all Sidings, Stations, Station Accommodation, Watering Places, Works, and Conveniences of the Company, and the Collection, Conveyance, and Conduct of the Traffic of the Railway, and the Supply of any Engines, Rolling or Working Stock or Plant, or of any Officers or Servants required for such Purposes:

The fixing, Apportionment, and levying of the Tolls, Rates, and Charges arising on the Railway or any Part thereof:

The Division between the Contracting Companies of the Receipts arising from the Traffic upon the Railway or which might have been conveyed on the same, and the Payments to be made respectively by the Contracting Companies with respect to any of the Matters aforesaid.

Railways to be deemed continuous

**51.** During the Continuance of any such Agreement, Tolls and Charges, not exceeding those authorized by this Act, may be levied and taken by the Company working the Railway; and in estimating the Tolls and Charges to be paid in respect of Articles or Persons conveyed over any Part of the Railways of the Contracting Companies, the Distances traversed shall be reckoned continuously on such Railways as if those Railways were One Railway; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on the Railway of the Company and partly on the Railway of One of the other Contracting Companies for a less Distance than Four Miles, which Distances shall be deemed the Short Distances, Tolls and Charges may only be charged as for Four Miles, and for each Mile or Fraction of a Mile beyond Four Miles as for One Mile only for Passengers, and for each Quarter of a Mile or Fraction thereof as for a Quarter of a Mile for Animals, Minerals, and Goods; and the Tolls and Charges to be made shall be those authorized by this Act, and no other Short-distances Charges than such



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such as herein-before mentioned shall be made on the said Railways when worked together.

**52.** Nothing in this Act contained shall lessen or invalidate the Right to make Contracts which the Company may derive from "The Railways Clauses Consolidation Act, 1845," or from the General Law. Saving existing Right to contract.

**53.** Nothing herein contained shall exempt the Pier or Harbour from the Provisions of "The Merchant Shipping Act, 1854," or of any General Act relating to Shipping or to Goods carried in Ships, or to Pilotage, or to Lights, Buoys, and Beacons, or to the Rights, Powers, Privileges, and Jurisdiction of the General Lighthouse Authorities now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the Pier and Harbour Rates authorized by this Act. Pier or Harbour not exempt from Provisions of General Acts.

**54.** Except as is by this Act expressly provided, this Act shall not in any way take away, diminish, alter, or prejudice any of the Rights, Privileges, Powers, or Authorities of the *Dublin, Wicklow, and Wexford* Railway Company. Saving Rights of the Dublin, Wicklow, and Wexford Company.

**55.** The *Dublin, Wicklow, and Wexford* Railway Company and their Officers and Servants may from Time to Time run over, work, and use, with their Servants, Engines, and Carriages of every Description, and for the Purposes of their Traffic of all Kinds, all or any Part of the Lines of Railway, Stations, Watering Places, Sidings, Machinery, Booking and other Offices, and Works, Conveniences, and Undertakings of the Company. Use of Railway by Dublin, Wicklow, and Wexford Company.

**56.** The Terms and Conditions for such running over, working, and using of any such Railway and Premises shall in every Case be such Terms and Conditions as the *Dublin, Wicklow, and Wexford* Railway Company and the Company shall mutually agree upon, or as, in default of their Agreement, shall be determined by Arbitration under "The Railway Companies Arbitration Act, 1859," by a single Arbitrator, to be in every Case agreed on by the respective Companies, or, failing Agreements in that Behalf, to be on their or either of their Application from Time to Time appointed by the Board of Trade. Terms and Conditions of User.

**57.** The Company on the one hand, and the *Dublin, Wicklow, and Wexford* Company on the other hand, may from Time to Time after the passing of this Act enter into and carry into effect all such other Agreements for any of the Purposes for which they are respectively As to further Agreements between the Company and the Dublin, Wicklow,

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and Wexford  
Company.

tively by this Act authorized to enter into Agreements as they from Time to Time think fit: Provided that no such other Agreement, nor any Modification thereof, shall be effectual without the Sanction of Three Fifths of the Votes of the Shareholders present, in person or by proxy, at a General Meeting of the respective Companies specially convened for the Purpose.

Interest not  
to be paid  
on Calls  
paid up.

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

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

**59.** It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of this Act, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

Railway, &c.  
not exempt  
from Pro-  
visions of  
present and  
future Gene-  
ral Acts.

**60.** Nothing herein contained shall be deemed or construed to exempt the Railway or the Company from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized to be taken by the Company, or of the Rates for small Parcels.

Saving  
Rights of  
Crown.

**61.** Nothing contained in this Act or any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights, of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively



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respectively authorized to give); neither shall anything in the said Act or Acts contained divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

**62.** Nothing in this Act contained shall extend to prejudice or derogate from the Jurisdiction or Authority or any of the Rights or Privileges of the *Wexford* Harbour Commissioners.

Saving  
Rights of  
Wexford  
Harbour  
Commis-  
sioners.

**63.** All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid by the Company.

Expenses of  
Act.

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## SCHEDULES referred to in the foregoing Act.

## SCHEDULE (A.)

	s.	d.
For every Passenger and other Person who shall land on the new Pier or Landing Place, or embark to go on board any Vessel, Boat, Wherry, or other Machine from the said Pier or Landing Place, or any Part thereof, for each and every Time -	0	3
For every Person not landing on or embarking from the said Pier who shall use the said Pier for the Purpose of walking for Exercise, Pleasure, or otherwise, for each and every Time -	0	3
For every Person who shall ride on Horseback, for Pleasure, Exercise, or otherwise, on the said Pier or Landing Place, such Person and Horse not landing on or embarking from the said Pier, for each and every Time -	0	6
For every Four-wheeled Carriage, except a Fly, which shall be drawn on the said Pier or Landing Place, not being landed or embarked therefrom, for each and every Time -	1	0
For every Two-wheeled Carriage, and every Fly which shall be drawn on the said Pier or Landing Place, not being landed or embarked therefrom, for each and every Time -	0	6
For every Horse that shall be landed on or embarked from the said Pier or Landing Place, or any Part thereof, for each and every Time	1	6
If craned, for each and every Time, the additional Sum of -	0	6
For every Bull, Cow, or Ox which shall be landed on or embarked therefrom, for each and every Time -	0	6
For every Pig, Sheep, Lamb, or Dog which shall be landed on or embarked therefrom, for each and every Time -	0	1
For every Ass or Calf which shall be landed on or embarked therefrom, for each and every Time -	0	3
For every Four-wheeled Carriage which shall be landed on or embarked therefrom, for each and every Time -	4	0
If craned, for each and every Time the additional Sum of -	1	0
For every Two-wheeled Carriage which shall be landed on or embarked therefrom, for each and every Time -	2	6
If craned, for each and every Time the additional Sum of -	1	0



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	s.	d.
For all and every Trunk, Portmanteau, Box, Parcel, or other Package falling within the Description of Luggage, that shall be landed or otherwise taken from or placed on the said Pier or Landing Place; above Fourteen Pounds and not exceeding Twenty-eight Pounds, each - - - - -	0	1
If exceeding Twenty-eight Pounds and not exceeding Eighty-four Pounds, each - - - - -	0	2
If exceeding Eighty-four Pounds and not exceeding One hundred and forty Pounds, each - - - - -	0	3
If exceeding One hundred and forty Pounds and not exceeding Two Hundredweight, each - - - - -	0	4
If exceeding Two Hundredweight, for every Hundredweight - - - - -	0	2
And for every Half Hundredweight, in addition - - - - -	0	2

SCHEDULE (B.)

	s.	d.
Alum, per Ton - - - - -	0	3
Annatto, per Ton - - - - -	1	6
Argols, per Ton - - - - -	0	6
Arrowroot, per Ton - - - - -	1	0
Apothecaries Wares and Drugs, per One hundred Pounds - - - - -	0	1
Bacon and Hams, per Ton - - - - -	0	4
Bark, per Ton - - - - -	0	4
Beef and Pork:—		
Tins, Score - - - - -	0	2
Hogsheads, each - - - - -	0	3
Punchons, each - - - - -	0	2
Box or Tierce - - - - -	0	1
Barrel - - - - -	0	1
Half Barrel - - - - -	0	0½
Blacklead, per Ton - - - - -	0	6
Bran, per Ton - - - - -	0	2
Bones, Bone Ashes, and Dust, per Ton - - - - -	0	3
Bricks, per Thousand - - - - -	0	6
Butter, per Cask or Firkin - - - - -	0	0½
" per Half Firkin - - - - -	0	0¼
Brimstone, per Ton - - - - -	0	4
Caoutchouc, per Ton - - - - -	0	1
Charcoal, per Ton - - - - -	0	4
Cheese, per Ton - - - - -	0	3
Chicory, per Ton - - - - -	0	6
Cider, per Tun - - - - -	0	6
Coal and Culm, per Ton - - - - -	0	2
Cocoa and Coffee, per Ton - - - - -	0	8
Cocoa and Cocoa-nuts, per One hundred - - - - -	0	1

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	s.	d.
Cod Fish, per Ton	0	4
Copper, per Ton	0	6
Ore, per Ton	0	2
Corn :—		
Barley, Beans, Indian Corn, and Peas, per Quarter	0	1
Oats, per Quarter	0	1
Wheat, per Quarter	0	1½
Cork, per Ton	0	8
Corks, per Bag	0	1
Cotton, per Bale or Pocket	0	2
Cream of Tartar, per Ton	0	6
Divi Divi, per Ton	0	4
Earths, per Ton	0	4
Elephants Teeth, per Cwt.	0	2
Farina, per Ton	0	4
Fish, per Basket	0	3
Flax, per Ton	1	0
Flour, per Barrel	0	0½
per Ton (Bags)	0	6
Meal of all Sorts of Grain, per Ton	0	4
Fruit :—		
Almonds, Currants, Figs, Plums, Prunes, and Raisins, per Ton	0	6
Nuts, per Bushel	0	0½
Oranges or Lemons, per Box or Chest	0	0½
Green, per Basket or Sack	0	3
Gambier, per Ton	0	4
Grease, per Ton	0	4
Guano, per Ton	0	6
Guinea Grains, per Cwt.	0	3
Gums, per Cwt.	0	1
Gypsum Stone, per Ton	0	2
Hardware, per Ton	0	6
Hair, per Cwt.	0	1
Hemp, per Ton	1	0
Hides, dry, per Cwt.	0	1
Wet, per Cwt.	0	1
Glue, Pieces, per Cwt.	0	0½
Hoofs of Cattle, per Ton	0	6
Horns, per Cwt.	0	1
Ice, per Ton	0	2
Indigo, per Ton	0	3
Iron, per Ton	0	4
Old, per Ton	0	2
Ore, per Ton	0	2
Jute, per Ton	0	6
Lard, per Ton	0	6
Lemon and Lime Juice, per Pipe	0	6
Lead, per Ton	0	4
Ore, per Ton	0	3
Litharge, per Ton	0	6



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	s.	d.
Lime, per Chaldron	0	2
Madder, per Ton	0	6
Manganese, per Ton	0	4
Marble, per Ton	0	4
Mats, per One hundred and twenty	0	1
Meat, per Basket	0	3
Metal, old, per Ton	0	4
Molasses, per Ton	0	4
Myrabollams, per Ton	0	4
Ochre, per Ton	0	4
Orange, Lemon, and Citron Peel, per Cwt.	0	1
Oil:—		
Fish and Blubber, per Tun	0	6
Nut, per Tun	0	6
Olive, per Tun	0	8
Palm, per Tun	0	6
Rape and all other Seed Oil, per Tun	0	6
Salad, Chest or Half Chest	0	1
Oil Cake, per Ton	0	3
Oil Nuts, per Ton	0	6
Onions, per Bushel	0	0½
Orchilla, per Ton	0	8
Ores, unenumerated, per Ton	0	2
Pantiles, per Thousand	0	6
Plaster of Paris, per Ton	0	3
Pepper and Pimento, per One hundred Pounds	0	0½
Piassava, per Ton	0	6
Pitch, Rosin, Tar, and Turpentine, per Barrel	0	1
Petroleum, per Ton	2	0
Pot and Pearl Ashes, per Ton	0	6
Pumice Stone, per Ton	0	3
Rags and Junk, per Ton	0	6
Rice, per Ton	0	4
Sago, per Ton	0	4
Salt, per Ton	0	3
Saltpetre, per Ton	0	4
Sand and Stone, per Ton	0	2
Slates, per Ton	0	4
Starch, per Ton	0	6
Stones, per Ton	0	2
Seeds:—		
Canary, Flax, Hemp, Linseed, Rapeseed, and all other Oilseed, per Quarter	0	1½
Caraway, Clover, Grass, Garden, Millet Seed, and all Seed sold by Weight, per Cwt.	0	1½
Shellac, per Ton	0	4
Spelter, per Ton	0	4
Skins:—		
Calf Skins and Kips, dry, per Cwt.	0	1
Wet, per Cwt.	0	1
Kid, Lamb and Seal, per One hundred	0	1

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	s.	d.
Spirits:—		
Brandy and Gin, per Puncheon	0	8
Cases (of 12 Bottles), per Dozen	0	0½
Rum, per Puncheon	0	6
Spirits of Turpentine, per Ton	2	0
Soda and Nitrate of Soda, per Ton	0	6
Shumac, per Ton	0	8
Sugar, per Ton	0	8
Tallow, per Ton	0	8
Tea, per One hundred Pounds	0	1
Tin and Tin Plates, per Ton	0	6
Tobacco:—		
Unmanufactured, per Ton	0	8
Manufactured, per Cwt.	0	1
Tow, per Ton	0	6
Turmeric, per Ton	0	6
Valonia, per Ton	0	8
Vetches and Tares, per Quarter	0	1½
Vegetables, per Basket	0	3
Wax, per Ton	1	0
Wine, per Pipe or Butt	0	9
In Cases (12 Bottles), per Dozen	0	0½
Wood:—		
Cedar, Mahogany, and all other Furniture Wood, per Ton	0	6
Dyewoods, per Ton	0	4
Battens and Boards, per Hundred and twenty	0	4
Deal Ends, per Hundred and twenty	0	6
Deals and Deck Planks, per Hundred and twenty	0	10
Lathwood and Firewood, per Fathom	0	2
Oars and Oar Rafters, per Hundred and twenty	0	4
Spars Twenty-two Feet long and above, per Hundred and twenty	0	8
Under Twenty-two Feet long, per Hundred and twenty	0	4
Staves One and a Half Inches thick and above, per Hundred and twenty	0	3
Under One and a Half Inches thick, per Hundred and twenty	0	1
Exceeding Fifty Inches	0	1
Not exceeding Fifty Inches, per Hundred and twenty	0	0½
Timber—Fir, Birch, Elm, and Ash, including Masts, per Load	0	3
Oak, Teak, and Wainscot Log, per Load	0	4
Wood, Hoops, per Thousand	0	3
Wool, per Ton	0	10
Zinc, per Ton	0	4

All Goods not enumerated in the Table to pay such reasonable Rates as the Company shall from Time to Time order and direct, being as nearly as possible similar to the Rates on Articles of like Bulk and Value.



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SCHEDULE (C.)  

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## TONNAGE RATES ON SHIPPING.

## CLASS 1.

s. d.

For every Vessel of a registered Tonnage of Two thousand five hundred Tons or upwards, from or to whatever Port the same Ship or Vessel may arrive or depart, with Liberty to remain at or within the Limits of the Pier or Harbour any Time not exceeding One Week, per Ton - - - - - 1 3  
 For every Day such Vessel shall remain after such Date, per Ton - 0 1

## CLASS 2.

For every Vessel of a less registered Tonnage than Two thousand five hundred Tons, except Fishing Boats, Pilot Boats, Yachts or Pleasure Boats, and Tug Boats, with Liberty to remain at or within the Limits of the Pier or Harbour any Time not exceeding One Week, per Ton - - - - - 1 0  
 For every Day such Vessel shall remain after such Time, per Ton - 0 1

## CLASS 3.

For every Fishing Boat or Tug Boat an annual Duty for a Licence (which Licence the Company are hereby empowered to grant) not exceeding £1.

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**LONDON:**

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