



CHAPTER cci.

An Act to enable the Dublin Wicklow and Wexford Railway Company to construct Railways between New Ross and Waterford in the Counties of Kilkenny and Waterford and for other purposes. [6th August 1897.] A.D. 1897.

WHEREAS the making of the railways herein-after described would be of local and public advantage and it is expedient that the Dublin Wicklow and Wexford Railway Company (in this Act called "the Company") should be empowered to make and maintain the said railways and other works and to exercise the powers by this Act authorised and conferred upon them :

And whereas it is expedient that the Company be empowered to construct the said railways as a separate undertaking in manner hereafter provided :

And whereas it is expedient that the running and using powers herein-after mentioned and also facility and other powers with reference to traffic herein-after provided should be granted :

And whereas it is expedient that the Company should be enabled to raise capital and that the companies herein-after specified should be enabled to grant guarantees for the purposes of or subscribe to the said railways in manner herein-after provided :

And whereas it is expedient that the companies herein-after specified should be empowered to enter into working and other agreements with reference to the said railways and to their undertakings as herein-after provided :

And whereas it is expedient that the Company should be authorised subject to the provisions of this Act to pay interest upon the amount paid up from time to time in respect of shares in the capital raised for the purposes of the railways as by this Act provided :

And whereas an estimate has been prepared on behalf of the Company of the amount which will be required for the purpose of

[Ch. cci.] *Dublin, Wicklow, and Wexford* [60 & 61 Vict.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897. payment of interest and such estimate amounts to thirteen thousand pounds :

And whereas it is expedient that the other provisions herein-after contained should be made :

And whereas plans and sections showing the lines and levels of the railways by this Act authorised and also books of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace of the county of Waterford the clerk of the peace of the county of the city of Waterford and the clerk of the peace of the county of Kilkenny and are herein-after respectively referred to as the "deposited plans sections and books of reference" :

And whereas the purposes of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

Short title.

1. This Act may be cited as the Dublin Wicklow and Wexford Railway (New Ross and Waterford Extension) Act 1897.

Incorporation of general Acts.

2. The following Acts and parts of Act are except where expressly varied by or inconsistent with this Act incorporated with and form part of this Act (that is to say) :—

The Lands Clauses Acts ;

The Railways Clauses Consolidation Act 1845 ; and

Part I. (relating to construction of a railway) and Part III. (relating to working agreements) of the Railways Clauses Act 1863.

Incorporation of certain provisions of Companies Clauses Acts.

3. The clauses and provisions of the Companies Clauses Consolidation Act 1845 with respect to the following matters (namely) :—

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money ;

A.D. 1897.

The conversion of the borrowed money into capital;

The consolidation of the shares into stock;

The general meetings of the Company and the exercise of the right of voting by the shareholders;

The making of dividends;

The giving of notices; and

The provision to be made for affording access to the special Act by all parties interested;

and also Part I. (relating to cancellation and surrender of shares) Part II. (relating to additional capital) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 as amended by any subsequent Act are incorporated with this Act and shall subject to the provisions of this Act and except where expressly varied by or inconsistent with this Act extend and apply to the Company and to the capital hereby authorised to be raised by shares or stock or borrowing as a separate capital and the proprietors thereof.

4. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction And in this Act unless otherwise explained or unless the context otherwise requires—

Interpretation.

The expression "the railways" means the railways by this Act authorised to be made;

The expression "the New Ross and Waterford Extension Railways" or "the separate undertaking" means the railways by this Act authorised to be made;

The expressions "the general undertaking" or "the general undertaking of the Company" mean the undertaking of the Company other than the separate undertaking or any other separate undertaking of the Company.

5. With reference to this Act all the provisions of sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall be read and construed as if the expression "clerks of the unions within which such parishes are included in Ireland" or the words "clerks of the unions" (as the case may be) had been used and inserted in such sections in lieu of the expression "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).

As to deposit of plans with clerks of unions.

6. Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the

Power to make railways.

A.D. 1897.

deposited plans and sections the railways herein-after described with all proper stations sidings approaches junctions bridges roads works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose The railways herein-before referred to and authorised by this Act are—

- (1) A Railway No. 1 (herein-after called "Railway No. 1") 13 miles 6 furlongs and  $3\frac{1}{2}$  chains in length or thereabouts commencing at the termination of the New Ross extension of the Dublin Wicklow and Wexford Railway at Rosbercon New Ross and terminating by a junction with the Waterford Limerick and Western Railway at Ferrybank in the city of Waterford and county of the city of Waterford parish of Kilculliheen and townland of Mountmisery:
- (2) A Railway No. 2 (herein-after called "Railway No. 2") wholly situate in the city of Waterford and in the county of the city of Waterford parish of Kilculliheen and townland of Mountmisery one furlong and five chains in length or thereabouts commencing by a junction with the goods extension of the Waterford Limerick and Western Railway to Ferrybank and terminating by a junction with the rails of the said railway near the northern face of the bridge carrying the public road from Waterford to Clonmel over the said railway:
- (3) A Railway No. 3 (herein-after called "Railway No. 3") 2 furlongs and 3 chains in length or thereabouts commencing in the townland of Newrath in the parish of Kilculliheen in the county of the city and county of Waterford at a point in the southern main line of rails of the Waterford Limerick and Western Railway and terminating in the townland of Gibbet Hill parish of Trinity Without and county of the city of Waterford by a junction with the railway of the Waterford Dungarvan and Lismore Railway Company.

Dolphins warping buoys and moorings to be laid down in the River Suir.

7. For the purpose of ensuring the safe passage of vessels through the opening bridge which carries Railway No. 3 over the navigable River Suir the Company may in connexion with the said bridge to the reasonable satisfaction of the Waterford Harbour Commissioners lay down and maintain dolphins warping buoys and moorings in or on the bed of the said River Suir immediately above and below the said bridge Provided that in case any dispute or difference shall arise between the Company and the said commissioners or their respective engineers with reference to the said dolphins warping

buoys and moorings such dispute or difference shall be settled and determined by an arbitrator to be appointed by the Board of Trade upon the application of the parties to the dispute or difference or either of them and the decision of such arbitrator shall be final and binding and be carried into effect accordingly.

A.D. 1897.  
—

8. The Company may make byelaws and enforce the same by penalties or otherwise with respect to the time and mode of vessels passing through the said bridge carrying Railway No. 3 over the said River Suir but subject always to this provision that all such byelaws shall in the first place have been approved of by the Waterford Harbour Commissioners Provided always that if any difference shall arise between the Company and the said commissioners with reference to the said byelaws or the approval thereof such difference shall be settled and determined by an arbitrator to be appointed by the Board of Trade upon the application of either party and the decision of such arbitrator shall be final and binding and the costs and expenses of such arbitration shall be defrayed as the arbitrator shall direct and in every case the said byelaws shall be submitted for confirmation to the Board of Trade and shall not until such confirmation have any force or validity.

Company may make byelaws as to bridge.

9. A printed or written copy of any such byelaws purporting to be made and confirmed under the authority of this Act and signed by the secretary of the Company shall be conclusive evidence of the validity of such byelaws in any prosecution or proceeding under the same for any purpose.

Evidence of byelaws as to bridge.

10. The Company shall not construct on the shore of the sea or of any creek bay or arm of the sea or navigable river communicating therewith where and so far up the same as the tide flows and reflows any work without the previous consent of the Board of Trade to be signified in writing under the hand of one of the Secretaries or Assistant Secretaries of the Board of Trade and then only according to such plan and under such restrictions and regulations as the Board of Trade may approve of such approval being signified as last aforesaid and when any such work may have been constructed the Company shall not at any time alter or extend the same without obtaining previously to making any such alteration or extension the like consent or approval If any such work be commenced or completed contrary to the provisions of this Act the Board of Trade may abate and remove the same and restore the site thereof to its former condition at the costs and charges of the Company and the amount of such costs and charges shall be a debt due from the

Works below high-water mark not to be commenced without consent of Board of Trade.

[Ch. cci.] *Dublin, Wicklow, and Wexford* [60 & 61 VICT.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897. Company to the Crown and shall be recoverable accordingly with costs.

Lights on works during construction.

11. The Company shall on or near the works below high-water mark by this Act authorised during the whole time of the constructing altering or extending the same exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) as the Board of Trade from time to time require or approve.

If the Company fail to comply in any respect with the provisions of this section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

Company to exhibit lights.

12. The Company shall at the outer extremity of their works below high-water mark exhibit and keep burning from sunset to sunrise such lights (if any) as the Waterford Harbour Commissioners shall from time to time direct.

If the Company fail to comply in any respect with the provisions of the present section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

Provision against danger to navigation.

13. In case of injury to or destruction or decay of the bridge or works or any part thereof the Company shall lay down such buoys exhibit such lights or take such other means for preventing so far as may be danger to navigation as shall from time to time be directed by the Commissioners of Irish Lights and shall apply to those commissioners for directions as to the means to be taken and the Company shall be liable to a penalty not exceeding ten pounds for every calendar month during which the Company omit so to apply or refuse or neglect to obey any direction given in reference to the means to be taken.

Lights and signals on bridge.

14. The Company shall provide and maintain on each side of the bridge which carries Railway No. 3 over the River Suir such lights and signals visible to persons navigating the River Suir as the Board of Trade may require or approve.

If the Company fail to comply in any respect with the provisions of this section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

Survey of works by Board of Trade.

15. If at any time the Board of Trade deems it expedient for the purposes of this Act to order a survey and examination of a work constructed by the Company on in over through or across tidal lands or tidal water or of the intended site of any such work the Company shall defray the expense of the survey and examination and the amount thereof shall be a debt due from the Company to the Crown and be recoverable accordingly with costs or the same

may be recovered with costs as a penalty is recoverable from the Company. A.D. 1897.

**16.** If a work constructed by the Company on in over through or across tidal lands or tidal water is abandoned or suffered to fall into decay the Board of Trade may abate and remove the work or any part of it and restore the site thereof to its former condition at the expense of the Company and the amount of such expense shall be a debt due from the Company to the Crown and be recoverable accordingly with costs or the same may be recovered with costs as a penalty is recoverable from the Company. Abatement of work abandoned or decayed.

**17.** During the construction of the railways by this Act authorised on or near the foreshore of the Rivers Barrow and Suir and also at all times after completion thereof the Company shall make and permanently maintain at their own expense and to the satisfaction of the Board of Trade for the free use of the public such footways and carriageways over under or across the railway as the Board of Trade may direct or approve. Accesses to and from shore &c.

**18.** For the protection of the commissioners for improving the port and harbour of Waterford (in this section called "the commissioners") the following provisions shall notwithstanding anything in this Act contained apply and have effect unless otherwise agreed upon in writing between the commissioners and the Company (that is to say) :— For protection of Waterford Harbour Commissioners.

- (1) The Company shall not commence the construction of the bridge authorised by this Act or any temporary or permanent works connected therewith affecting the River Suir or the banks walls quays or wharves thereof or approaches thereto until they shall have given to the commissioners two months' notice in writing of their intention to commence the same by leaving such notice at the office of the commissioners with plans designs elevations sections and other necessary particulars of the construction of the said bridge and works connected therewith the position of the opening and other spans of the bridge and the mode of working such opening span and until the commissioners shall have signified their approval of the same in writing And the Company shall comply with and conform to all reasonable directions and regulations of the commissioners in the construction of the said bridge and works connected therewith and shall save harmless the commissioners against all and every expense to be occasioned thereby and all such works shall be done to the reasonable satisfaction of the engineer or other officer or officers of the commissioners and

A.D. 1897.

the said bridge and works shall thereafter be maintained and kept in good order and repair by and at the costs charges and expenses in all respects of the Company and all reasonable costs charges and expenses which the commissioners may incur in the preparation or examination of plans or designs or reasonable superintendence shall be paid to the commissioners by the Company on demand. The commissioners shall not be liable or held accountable at any time hereafter for any injury or damage caused to the said bridge or works by reason of any ship or vessel striking or fouling the same :

- (2) If the commissioners fail to signify their approval or disapproval or other directions in reference to the said plans elevations sections and other particulars as aforesaid within thirty days from the receipt thereof or if in the opinion of the Company the commissioners shall unreasonably withhold their assent from such plans elevations sections and particulars aforesaid or shall require as a condition of their written assent thereto the making of such further works or such extensive alterations of the works proposed as the Company are or may be unwilling to undertake it shall be lawful for the Company to require the difference between them as to the character and extent of such works or alterations to be decided by arbitration as herein-after provided :
- (3) The traffic of the River Suir shall not at any time be stopped during the progress of the works and shall not be interfered with more than may be absolutely necessary for the construction of the bridge and the Company shall when and so soon as the permanent works are completed and within fourteen days after notice from the commissioners so to do forthwith proceed to remove any erections or materials for temporary works which may have been placed in the river by the Company and on their failing so to do the commissioners may remove the same and charge the Company with the expense of so doing and the Company shall forthwith repay to the commissioners the proper and reasonable expenses incurred in such removal :
- (4) In the event of any rebuilding reconstruction or repairs of such bridge or works interfering with the navigation from time to time becoming necessary or desirable no such rebuilding reconstruction or repairs shall be commenced until a plan and specification elevations and other necessary and appropriate details of the proposed rebuilding reconstruction or repairs shall have been previously submitted to the commissioners and such rebuildings reconstructions and repairs shall be carried out to their reasonable satisfaction :



- (5) Notwithstanding anything in the deposited plans and sections the bridge for carrying Railway No. 3 over the navigable River Suir shall be constructed so as to provide a clear headway throughout the central opening span of not less than eight feet six inches between the underside of the girders and the level of high water at ordinary spring tides and the deposited plans and sections so far as the same relate to Railway No. 3 shall be and be deemed to be varied and altered accordingly :
- (6) Notwithstanding anything in the deposited plans and sections the public shall not be deprived of the free access to the present public landing quay at the north side of the River Suir at Waterford which is at present afforded by a thoroughfare locally called Salvation Lane which shall be carried by a bridge over the railway Such diversion shall be constructed on the best gradient which in the opinion of the inspecting officer of the Board of Trade can reasonably be obtained and the deposited plans and sections of Railway No. 1 shall be and be deemed to be altered and varied accordingly :
- (7) Notwithstanding anything in the deposited plans and sections the thoroughfare leading to a landing quay at the said north side of the said river numbered 43 in the townland of Abbeylands and numbered 1 in the townland of Mountsion and locally called Mill Lane shall be crossed on the level by Railway No. 1 so as not to interfere with the approach to said quay and the road numbered 26 in the townland of Abbeylands shall be stopped up and discontinued for public traffic and the deposited plans and sections of Railway No. 1 shall be and be deemed to be varied and altered accordingly :
- (8) The Company shall in substitution for and before interfering with the road numbered 26 on the deposited plans in the townland of Abbeylands in the parish of Kilculliheen at their own expense construct a road (in this section called "the substituted road") in manner indicated on a plan signed by Frederick Henry Hall on behalf of the commissioners and by Thomas Benjamin Grierson on behalf of the Company and to the satisfaction and with the approval of the surveyor for the time being of the town council of the borough of Waterford The substituted road shall have a width throughout its entire length of not less than thirty feet and shall commence from Dock Road at the existing junction therewith of Pier Head Road and terminate at the quay herein-after mentioned and the deposited plans shall be and be deemed to be varied and altered accordingly :
- (9) The substituted road shall be crossed on the level by Railway No. 1 and shall be constructed on the best gradients which in

A.D. 1897.

the opinion of the inspecting officer of the Board of Trade can reasonably be obtained :

(10) The Company shall before interfering with the road hereinbefore mentioned construct at a point situated in the position indicated on the said plan a substituted quay having a frontage to the River Suir of not less than sixty feet and of a width not less than thirty feet according to plans sections and specifications which shall previously have been submitted to and approved of by the engineer for the time being of the commissioners. The said substituted quay shall be so constructed as to afford a depth of water not less than the depth of water at the passing of this Act opposite the Pier Head Road quay along the entire length of such substituted quay and the Company shall carry out all works of dredging which in the opinion of the said engineer may be reasonably necessary for such purpose and to afford reasonable and proper access to the said substituted quay and the deposited plans shall be and be deemed to be varied and altered accordingly :

(11) Nothing in this Act contained except as is otherwise expressly herein provided shall alter or affect any of the existing rights privileges powers or authorities vested in or enjoyed by the commissioners for improving the port and harbour of Waterford :

(12) In case any difference or dispute shall arise at any time or from time to time between the Company and the commissioners or their respective engineers as to any matters provided for under this section such difference or dispute shall be referred to and settled and determined by an arbitrator to be appointed by the Board of Trade on the application of the Company and the commissioners or either of them and the decision of such arbitrator shall be binding and conclusive.

For protection of Corporation of Waterford.

**19.** For the protection of the mayor aldermen and burgesses of the city of Waterford (in this section called "the corporation") the following provisions shall have effect unless otherwise agreed upon between the corporation and the Company (that is to say) :—

(1) Before constructing Railway No. 1 across Salvation Lane the Company shall submit designs for such a proper and sufficient access to North Wharf as can reasonably under the circumstances be obtained to the engineer for the time being of the corporation and the Company shall at their own expense construct such access in such position and manner and according to such conditions as the corporation shall reasonably approve and of a gradient of not steeper than 1 in 16 provided the consent of the Waterford Limerick and Western Railway

A.D. 1897.

Company is obtained to the acquisition of the land necessary to enable the Company to construct such access of that gradient:

- (2) Notwithstanding anything in this Act or the Railways Clauses Consolidation Act 1845 contained the Company shall not in constructing Railway No. 1 deviate from the centre line delineated on the deposited plans in a northerly direction further than the southern boundary of the public road known as Dock Road:
- (3) The Company shall in substitution for and before stopping up the road numbered 26 in the townland of Abbeylands on the deposited plans construct a substituted road in manner shown on a plan signed by Michael Joseph Fleming on behalf of the corporation and by Thomas Benjamin Grierson on behalf of the Company and the deposited plans shall be and be deemed to be varied and altered accordingly:
- (4) The southern limit of deviation of Railway No. 1 between Salvation Lane and the Ferry slip shall not extend beyond the line of high-water mark of ordinary spring tides save and except at the points where the line of high-water mark does not conform to the general line of the river bank by reason of any intervening creek or slip in which cases the limit of deviation shall continue in the general line of the said river bank:
- (5) The Company shall not without the consent of the corporation acquire the lands numbered 17 on the deposited plans in the townland of Mountmisery except so far as may be necessary for constructing the junctions of Railway No. 1 with the railways and sidings of the Waterford Limerick and Western Railway Company and the said access above mentioned to the North Wharf:
- (6) If any difference arise between the Company and the corporation as to anything to be done or not to be done under the provisions of this section or as to any matter dealt with thereby or as to the effect or meaning thereof the same shall be settled by a single arbitrator to be appointed (unless otherwise agreed upon) by the Board of Trade at the instance of either party and the decision of such arbitrator shall be final and binding upon both parties in all matters referred to him and the costs of the reference shall be borne and paid as he shall direct.

20. Subject to the provisions in the Railways Clauses Consolidation Act 1845 and in Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863 contained in reference to the crossing of roads on the level the Company may in the construction

Power to cross certain roads on the level.

[Ch. cci.] *Dublin, Wicklow, and Wexford* [60 & 61 Vict.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897. of the railways carry the same with a single line only whilst the railways shall consist of a single line and afterwards with a double line only across and on the level of the roads next herein-after mentioned (that is to say):—

No. on Deposited Plan.	Townland.	Parish.	Description of Road.
RAILWAY NO. 1.			
19.	Carrickeloney	- Kilmakevoge	- Public road.
21	Carraghmore	- Kilcolumb	- Public road.

Inclination of roads.

21.—(1) In altering for the purposes of this Act the public road in the parish of Rosbercon numbered 5 on the deposited plans for the purpose of carrying it over Railway No. 1 the Company shall so alter the said road as to make it begin to ascend on the eastern side of the railway at the point where it joins the public road to Waterford numbered 21 on the deposited plans and shall make it continue to ascend at a constant gradient from that point to the crown of the bridge carrying it over the railway and shall carry it on the western side of the railway from the crown of the bridge on the level until it joins the existing road on that side.

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

No. on Deposited Plan.	Parish.	Description of Road.	Intended Inclination.
RAILWAY NO. 1.			
21	Rosbercon	- Public road	- 1 in 30.
33	Rosbercon	- Public road	- 1 in 30.
10	Rosbercon	- Public road	- 1 in 20.
5	Shanbogh	- Public road	- 1 in 30.
15	Shanbogh	- Public road	- 1 in 20.
43	Shanbogh	- Farm road	- 1 in 20.
36	Ballygurrin	- Public road	- 1 in 25.
19	Kilmakevoge	- Public road	- 1 in 10.
21	Kilcolumb	- Public road	- 1 in 14.
26	Rathpatrick	- Public road	- 1 in 20.
31	Rathpatrick	- Public road	- 1 in 20.
6	Kilculliheen	- Public road	- 1 in 25.

22. The Company may make the arches of the bridges for carrying the railways over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say) :—

A.D. 1897.  
 Height and span of bridges.

No. on Deposited Plan.	Parish.	Description of Road.	Height.	Span.
RAILWAY No. 1.				
5	Shanbogh -	Public road -	15 feet	25 feet.
20A	Shanbogh -	Public road -	14 feet	15 feet.
55	Shanbogh -	Public road -	15 feet	25 feet.
4	Ballygurrin -	Public road -	14 feet	12 feet.
18A	Ballygurrin -	Public road -	11 feet	12 feet.
36	Ballygurrin -	Public road -	15 feet	25 feet.
23	Kilmakevoge -	Public road -	11 feet	12 feet.
18	Kilcolumb -	Public road -	15 feet	12 feet.
34	Kilcolumb -	Public road -	15 feet	15 feet.
39 } 8 }	Rathpatrick -	Public road -	15 feet	15 feet.

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

Widths of certain roadways.

No. on Deposited Plan.	Parish.	Description of Roadway.	Width of Roadway.
RAILWAY No. 1.			
5	Rosbercon -	Public road -	24 feet.
21	Rosbercon -	Public road -	24 feet.
10	Rosbercon -	Public road -	24 feet.
33 } 15 }	Rosbercon -	Public road -	18 feet.
43	Shanbogh -	Public road -	18 feet.
31	Rathpatrick -	Public road -	18 feet.
6	Kilculliheen -	Public road -	24 feet.

24. The Company may divert the public highways referred to in the next following table in the manner shown upon the deposited plans and sections and when and as in each case the new portion of any road is made to the satisfaction of two justices and is open for

Power to divert roads as shown on deposited plans.

[Ch. cci.] *Dublin, Wicklow, and Wexford* [60 & 61 VICT.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897. public use may stop and cause to be discontinued as a road so much of the existing road as will be rendered unnecessary by the new portion of road (that is to say) :—

Railway.	Parish.	No. of Road on Plan.
No. 1	Rosbercon - - - -	21
Do.	Rosbercon - - - -	10
Do.	Rosbercon - - - -	33
Do.	Shanbogh - - - -	5
Do.	Shanbogh - - - -	15
Do.	Ballygurrim - - - -	36
Do.	Rathpatrick - - - -	3
Do.	Kilculliheen - - - -	43
Do.	Kilculliheen (Mountsion) - - - -	1
Do.	Kilculliheen (Mountmisery) - - - -	1

And when and so soon as each of the said roads is so stopped up all rights of way over the same shall cease and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railways appropriate and use for the purposes of the separate undertaking the site of the road stopped up as far as the same is bounded on both sides by lands of the Company.

Lands for extraordinary purposes.

**25.** The Company may take by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 any quantity of land not exceeding ten acres but nothing in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land taken under the powers of this section.

Period for compulsory purchase of lands.

**26.** The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Power to take easements &c. by agreement.

**27.** Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which other persons than the grantors have an interest) required for the purposes of this Act in or over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

28. And whereas in the construction of the railways and works hereby authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the lands houses or other buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the lands houses or other buildings or manufactories described in the schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the arbitrator to be appointed pursuant to the provisions of the Railways Act (Ireland) 1851 be severed from the remainder of such properties without material detriment to such remainder be required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other parties interested therein by severance or otherwise.

A.D. 1897.  
—  
Owners may be required to sell part only of certain lands and buildings.

29.—(1) Any limited owner as defined by this Act may with the sanction of the Commissioners of Public Works in Ireland (herein called "the commissioners") given under this section grant to the Company either without payment of purchase money or compensation or in consideration of the issue as herein-after provided of shares or stock in the separate undertaking any land which the Company are authorised to purchase and take for the purposes of the railways and may convey the same free from all incumbrances thereon Provided that the costs or expenses incurred by such limited owner or any successor in title in the land or by the trustees (for the time being) herein-after mentioned or by any incumbrancer on the land of all conveyances and assurances to the Company of such lands and of evidencing and verifying the title to the same or to the said shares or stock when issued to the trustees as herein-after provided and of appearing before the commissioners shall be paid by the Company and such costs and expenses may be taxed in manner provided in respect to costs incurred under the provisions of the Railways Act (Ireland) 1864 and if within seven days after demand of the amount certified the same be not paid it may be recovered in the manner provided by the thirteenth section of the Railways Act (Ireland) 1851.

As to limited owners.

(2) The commissioners shall not give their sanction under this section unless they are satisfied that the estate of which the land so

A.D. 1897. to be purchased and taken forms part will be permanently increased in value by the construction of the railways. Provided always that in the case of a free grant of land by the limited owner to the Company the commissioners shall certify that in their opinion the said estate will be permanently increased in value to an amount greater than the value of the land so granted and in case such land shall be granted in consideration of the issue of shares or stock that in the opinion of the commissioners the said estate will be permanently increased in value to an amount exceeding the difference between the value of the land so granted and the actual value of such shares or stock at the date of the transfer or conveyance of the land to the Company. Provided also that if the land proposed to be granted is subject to incumbrances the commissioners before giving their sanction under this section shall cause notice to be given to the incumbrancers and shall consider the objections (if any) raised by them.

(3) Where any limited owner grants any land to the Company in consideration of the issue of shares or stock in the separate undertaking the amount of such shares or stock shall be equal in nominal value to the purchase money of such land and such shares or stock shall be issued to two trustees nominated by the limited owner to be held by them upon the like uses and trusts and for the same purposes as the estate of which such land formed part stood settled. Provided that such shares or stock shall be deemed to be shares or stock fully paid up of the separate undertaking.

(4) If either or both of the trustees die resign or become incapable of acting then the limited owner or his successor in title may nominate by writing under his hand another person or other persons to be a trustee or trustees in place of the trustee or trustees having died resigned or become incapable of acting.

(5) If any one trustee die resign or become incapable of acting the remaining trustee shall continue to be as competent to act as if no such deficiency in number had occurred and no act of the surviving trustee shall be invalidated or illegal by reason of the vacancy not being filled up or by reason of any irregularity or omission in or about any appointment of a new trustee or trustees.

(6) Trustees appointed under this section shall be indemnified against any claim or any loss by reason of their acting and taking and holding any shares or stock under the provisions and for the purposes of this section.

(7) The term "limited owner" in this section shall mean any person or persons by whom the powers of sale conferred by section 7



of the Lands Clauses Consolidation Act 1845 may under the authority of the said section be lawfully exercised. A.D. 1897.

30. For the protection of the Waterford Limerick and Western Railway Company (in this section called "the Limerick Company") the following provisions shall apply and have effect unless otherwise agreed upon by deed under seal between the Limerick Company and the Company (that is to say):— For protection of Waterford Limerick and Western Railway Company.

(1) The Company shall not take or acquire any lands belonging to or in the possession of the Limerick Company but may purchase and take and the Limerick Company shall sell and grant accordingly an easement or right of using so much of the land of the Limerick Company as may be necessary for the construction of the junction between the railways by this Act authorised and the railways of the Limerick Company in accordance with the provisions of this section :

(2) Subject to Part I. of the Railways Clauses Act 1863 the Company shall construct the junction between Railway No. 1 by this Act authorised and the railways of the Limerick Company at a point 30 feet or thereabouts south of the face of the eastern end of the goods platform of the Limerick Company at their North Wharf Railway and additional rails between such junction and the rails of the Limerick Company at a convenient place shall be laid down in accordance with the provisions of this section :

(3) The Limerick Company shall at the expense of and if required by the Company provide and execute construct and lay down all such passenger and goods stations works and conveniences and such additions to and alterations in their stations railways and sidings on their own land as may be necessary for the convenient exercise of the powers conferred upon the Company by this Act and for the accommodation of the passenger and goods traffic of the Company the nature and extent of such additions and alterations in the event of difference between the Companies to be settled by an arbitrator to be appointed by the Board of Trade on the application of either Company and the Limerick Company shall make all necessary arrangements afford all reasonable facilities and perform all reasonable services for the passage reception delivery and transmission of the traffic of the Company :

(4) The Company shall secure to the satisfaction of the Limerick Company and shall pay all expenses costs and charges incurred by the Limerick Company in making executing and providing such alterations and additions as aforesaid :

[Ch. cci.] *Dublin, Wicklow, and Wexford* [60 & 61 Vict.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897.

(5) During the exercise by the Company of the running powers by this Act authorised over any portion of the railway of the Limerick Company the railways shall not be worked in hostility to and so as to substantially prejudice the interests of the Limerick Company :

(6) The Company shall not without the consent in writing of the Limerick Company under their common seal construct or commence the construction of Railway No. 2 by this Act authorised or acquire or seek to acquire any easement or right of using any portion of the lands of the Limerick Company for the purpose of constructing the same.

For protection of  
Waterford  
Gas Com-  
pany.

**31.** For the protection of the City of Waterford Gas Company (in this section referred to as "the gas company") the following provisions shall unless otherwise agreed between the Company and the gas company and notwithstanding anything in this Act contained or shown on the deposited plans apply and have effect (that is to say) :—

(1) The Company shall construct and maintain Railway No. 1 by this Act authorised on the river side of the gas company's premises at Ferry Bank and so that the nearest rail of such railway shall not be less than fifty feet measured horizontally from the edge of the gas company's gas holder tank at Ferry Bank at the nearest point and the Company shall before laying any rail or constructing any work within one hundred feet of the said gas holder tank drive in ten inch close piling to the reasonable satisfaction of the gas company between the said gas holder tank and the said railway such piling to be driven if possible ten feet below the surface of the ground and parallel to the railway and for a distance of fifty feet on each side of a line drawn at right angles to the railway from the centre of the gas company's tank and to project above the ground so as to take the slope of the Company's embankment in order to protect the said gas holder tank and works of the gas company from injury by reason or in consequence of the construction or user of the railway and such piling shall be on the land of the Company and be at all times maintained by and at the cost of the Company in a good and sufficient state of repair to the like satisfaction and the gas company shall be entitled at all times to access to such piling over the Company's property for the purpose of inspecting the same Provided always that if the Company so desire they may build a retaining wall from a proper foundation in lieu of such piling and the provisions of

this section shall so far as applicable apply to such retaining wall: A.D. 1897.

(2) If any injury shall be occasioned to the gas holder tank or works of the gas company during the construction of the said railway the Company shall forthwith restore and make good such injury at their own expense and shall repay to the gas company any damages loss or expenses which they may sustain in consequence thereof:

(3) If any difference shall arise between the Company and the gas company as to the nature position or extent of the piling or retaining wall referred to in this section the same shall be referred to an arbitrator to be agreed on or failing agreement to be appointed by the Board of Trade on the application of the Company or the gas company.

**32.**—(1) The Company shall not under the powers of this Act purchase or acquire in any urban sanitary district as defined by the Public Health (Ireland) Act 1878 ten or more houses which on the fifteenth day of December last were occupied or have been since that day or shall hereafter be occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until the Company—

Restrictions  
on displacing  
persons of  
labouring  
class.

(a) Shall have obtained the approval of the Local Government Board for Ireland to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the said Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(b) Shall have given security to the satisfaction of the said Local Government Board for the carrying out of the scheme.

(2) The approval of the said Local Government Board to any scheme under this section may be given either absolutely or conditionally and after the said Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme

A.D. 1897. to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced :

Provided that the said Local Government Board may dispense with the last-mentioned requirement subject to such conditions (if any) as they may see fit.

(4) Any provisions of any scheme under this section or any conditions subject to which the said Local Government Board may have approved of any scheme or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the said Local Government Board out of the High Court.

(5) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the said Local Government Board by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom :

Provided that the Court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 202 203 and 214 of the Public Health (Ireland) Act 1878 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a sanitary authority within the meaning of the Public Health (Ireland) Act 1878 and the scheme were one of the purposes of that Act.

(7) The Company may on any lands belonging to them or purchased or acquired under this section or any Provisional Order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general

purposes of their undertaking or for the purposes of the separate undertaking as the case may be :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the date of such scheme be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment :

Provided also that the said Local Government Board may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as they may see fit.

(8) So much of section 41 of the Public Health (Ireland) Act 1878 as provides that the provisions of that section and of the two preceding sections of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9) The said Local Government Board may direct any inquiries to be held which they may deem necessary in relation to any scheme under this section and may appoint or employ inspectors for the purposes of any such inquiry and the inspectors so appointed or employed shall for the purposes of any such inquiry have all such powers as the inspectors of the said Local Government Board have for the purposes of inquiries directed by the said Local Government Board under the Public Health (Ireland) Act 1878.

(10) The Company shall pay to the said Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any provisional order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11) Any houses on any of the lands shown on the deposited plans occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act which have been acquired by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the said Local Government Board under the powers of any previous Act relating to the Company shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number

A.D. 1897. of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition. Provided that if the said Local Government Board is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the said Local Government Board they might have been sufficient to accommodate.

(12) For the purposes of this section the expression "labouring class" means and includes mechanics artificers labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

Penalty unless railways opened within time limited.

**33.** If the Company fail to complete the several railways which they are herein-before authorised to construct within the period limited by this Act the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the particular railway in the completion of which default is made is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of such railway and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854. And every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Accountant-General of the Supreme Court in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided. But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such railway by unforeseen accident or circumstances beyond their control. Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty.

**34.** Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the Dublin Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise

A.D. 1897.

rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act for the purposes of such railways and for which injury or loss no compensation or inadequate compensation shall have been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railways or railway in respect of which the penalty shall have been incurred or any part thereof have or has been abandoned be paid to such receiver or be applied in the discretion of the court as part of the assets of the general undertaking of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company.

**35.** If the several railways by this Act authorised are not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the said railways or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Period for completion of works.

**36.** The Company may demand and take in respect of the use of the railways or any part thereof by any other company or person with engines and carriages such reasonable tolls as they think fit.

Tolls.

**37.** The classification of merchandise traffic (including perishable merchandise exceeding fifty-six pounds in weight by passenger train) and the schedule of maximum rates and charges applicable thereto and the regulations and provisions contained in the schedule to the Railway Rates and Charges No. 26 (Athenry and Ennis Junction Railway &c.) Order 1892 which Order is scheduled to and confirmed by the Railway Rates and Charges No. 26 (Athenry and Ennis Junction Railway &c.) Order Confirmation Act 1892 shall be applicable and shall apply to the railways as if they had formed part of the Dublin Wicklow and Wexford Railway at the date of the passing of the said Confirmation Act of 1892 Provided always that for all purposes of rates and charges for the conveyance of merchandise as defined by the last-mentioned Act on Railway

Rates for merchandise.

A.D. 1897. No. 3 by this Act authorised the length of that railway shall be deemed to be six miles. Provided further that in respect of the conveyance of a consignment of perishable merchandise not exceeding fifty-six pounds in weight by passenger train the Company shall not be entitled to charge a higher rate than the maximum rate which they are authorised to charge for the conveyance of parcels of the same weight.

Charges for  
small  
parcels.

**38.** With respect to small parcels not exceeding five hundred pounds in weight conveyed by passenger train upon the railways or any part thereof (other than small parcels exceeding fifty-six pounds in weight of perishable merchandise as enumerated in Part V. of the Schedule to the said Railway Rates and Charges No. 26 (Athenry and Ennis Junction Railway &c.) Order 1892) the Company may demand and take any charges not exceeding the following (that is to say):—

For any parcel not exceeding seven pounds in weight threepence;

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight fivepence;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight sevenpence;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight ninepence;

And for any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Company may demand any sum they think fit:

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

Maximum  
rates for  
passengers.

**39.** The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railways or any part thereof including every expense incidental to such conveyance shall not exceed the following (that is to say):—

For every passenger conveyed in a first-class carriage the sum of threepence per mile;

For every passenger conveyed in a second-class carriage the sum of twopence per mile;

For every passenger conveyed in a third-class carriage the sum of one penny per mile;

For every passenger conveyed upon the railways for a less distance than six miles the Company may charge as for six miles and



every fraction of a mile beyond six miles or any greater number of miles shall be deemed a mile : A.D. 1897.

Provided always that in calculating the distance over which passengers are conveyed on the Railway No. 3 by this Act authorised or any part thereof rates may be charged as if the length of the railway were six miles.

40. Every passenger travelling upon the railways 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. Passengers luggage.

41. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railways or any part thereof in respect of which the Company may make such charges as they think fit but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers upon the railways. Foregoing charges not to apply to special trains.

42. The railways authorised by this Act shall be constructed and maintained and worked by the Company as a separate undertaking of the Company and the railways and all works connected therewith and all lands and property to be acquired for the purposes of the railways shall form a separate undertaking with separate share or stock and loan capital and otherwise as provided by this Act. Railways to form a separate undertaking of the Company.

43. As between the general undertaking of the Company and the separate undertaking the expenses of maintaining and working the separate undertaking shall be borne and paid out of the revenue of the separate undertaking. Separate accounts.

44. The Company for the purposes of the separate undertaking as authorised by this Act may subject to the provisions of this Act and to the provisions of Part II. of the Companies Clauses Act 1863 raise any capital not exceeding in the whole two hundred thousand pounds by the issue of new ordinary shares or stock but the Company shall not issue any share of less nominal value than ten pounds nor shall any share or stock vest in the person or corporation accepting the same unless and until a sum not being less than one-fifth of the amount of such share or stock shall have been paid in respect thereof. Power to raise capital for separate undertaking.

45. The Company may in respect of the additional capital of two hundred thousand pounds by this Act authorised to be raised for the purposes of the separate undertaking borrow on mortgage of Power to borrow for separate undertaking.

A.D. 1897. the separate undertaking any sum or sums not exceeding in the whole one hundred thousand pounds The Company may borrow the said sum of one hundred thousand pounds when the said capital of two hundred thousand pounds is issued and accepted and paid as herein-after provided or alternatively they may borrow the said sum of one hundred thousand pounds in the following proportions (that is to say) The Company may in the first instance borrow a sum of fifty thousand pounds in respect of the sum of one hundred thousand pounds part of the said additional capital when that sum shall have been issued and accepted and paid as herein-after provided and Railway No. 1 hereby authorised shall have been completed to formation level and when that sum has been borrowed the Company may borrow the further sum of fifty thousand pounds in respect of the remaining one hundred thousand pounds of the said capital when that sum shall have been issued and accepted and paid as herein-after provided Provided that no part of the said sum of one hundred thousand pounds or of the said alternative sums of fifty thousand and fifty thousand pounds respectively shall be borrowed until the whole of the portion of such capital in respect of which each sum is hereby authorised to be borrowed is issued and accepted and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that the whole of such portion of the said capital in respect of which it is proposed to borrow has been issued and accepted and that not less than one-fifth part of the amount of each separate share in such portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof or until stock for one-half of so much of such portion of the said capital as is to be raised by means of stock is fully paid up and the Company have proved to such justice as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted and to the extent aforesaid paid up bonâ fide and are held by the persons to whom the same were issued or their executors administrators successors or assigns and also so far as the said capital is raised by shares that such persons or their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate or certificates as the case may be that the proof aforesaid has been given which shall be sufficient evidence thereof.

Company  
may create  
debenture

46. The Company may in respect of any money or any portion thereof which they are authorised to borrow on security of the

separate undertaking create and issue debenture stock on security of the separate undertaking subject to the provisions of this Act and of Part III. of the Companies Clauses Act 1863 but notwithstanding anything contained in the last-mentioned Act the interest of all debenture stock and of all mortgages at any time created and issued or granted by the Company under this Act or any subsequent Act in the separate undertaking shall subject to the provisions of any subsequent Act rank *pari passu* as regards the separate undertaking (without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock and mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages Notice of the effect of this enactment shall be endorsed on all mortgages and certificates of debenture stock.

A.D. 1897.  
stock on  
separate  
undertaking.

47. All mortgages or debenture stock granted or issued by the Company in respect of the separate undertaking shall be a charge exclusively upon the separate undertaking and shall not comprise or affect any other property of the general undertaking and no other mortgage or debenture stock granted or issued by the Company shall be a charge upon the separate undertaking and such mortgages or debenture stock shall distinctly denote that such mortgages or debenture stock are mortgages or debenture stock only on or in the separate undertaking.

Provisions  
as to mort-  
gages or  
debenture  
stock of  
separate  
undertaking.

48. The mortgagees of the separate undertaking may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Appoint-  
ment of  
receiver for  
mortgages  
of separate  
undertaking.

49. Shares and stock in the separate undertaking as by this Act authorised shall be entitled to dividends only out of the profits of the separate undertaking applicable for dividends together with the exclusive benefit of any guarantee which may be attached to such shares or stock or to any particular portion or portions of such shares or stock as herein-after provided and the certificates of such shares or stock shall distinctly denote that such shares or stock are entitled to dividends only as provided by this Act and to such exclusive benefit (if any).

Dividends  
on shares or  
stock of  
separate  
undertaking.

50. The following provisions shall be applicable to the share or stock capital or any part thereof hereby authorised to be raised for the purposes of the separate undertaking:—

Provisions  
as to shares  
or stock of  
separate  
undertaking.

(1) The capital to be raised shall be raised by the Company as a separate capital and be called "the New Ross and Waterford

A D. 1897.

Extension Railways capital" and shall be subject to the provisions herein contained concerning the same and the railways comprised in the separate undertaking shall be called "the New Ross and Waterford Extension Railways":

- (2) The Company shall keep separate and distinct registers of the proprietors of the New Ross and Waterford Extension Railways capital and separate and distinct accounts of their receipts credits payments and liabilities on account of the New Ross and Waterford Extension Railways capital and revenue :
- (3) The proprietors of the New Ross and Waterford Extension Railways capital shall not be entitled to participate in the general revenues of the general undertaking of the Company or of any separate undertaking of the Company other than the separate undertaking of the New Ross and Waterford Extension Railways :
- (4) Shares and stock in the New Ross and Waterford Extension Railways capital shall not confer on the holders thereof any right of voting or interference at any meeting of the Company in the affairs of the Company not relating to matters affecting the New Ross and Waterford Extension Railways except in any matters affecting the said shareholders or stockholders respectively for which matters such shareholders and stockholders shall have the same right of voting as any shareholders and stockholders in the general capital of the Company.

Application  
of revenue  
of New Ross  
and Water-  
ford Exten-  
sion Rail-  
ways.

**51.** The Company shall apply the revenues arising from the New Ross and Waterford Extension Railways in the following order and priority (that is to say):—

- (1) In payment of the expenses properly attributable to the management working and maintenance of the separate undertaking including rents or payments to the Waterford Limerick and Western Railway Company for the use of stations and for running powers and for station and other services :
- (2) In payment of any rentcharges for land on the separate undertaking :
- (3) In payment of the interest on all mortgages or debenture stock granted or issued by the Company in respect of the separate undertaking as provided by this Act :
- (4) In payment of dividends half-yearly on the New Ross and Waterford Extension Railways share or stock capital or upon so much thereof as may from time to time be paid up not exceeding five pounds per centum per annum Provided that any nonpayment of any such dividends or any part thereof in

any half-year shall not be chargeable upon or made good out of the profits of any subsequent half-year: A.D. 1897.

(5) In recouping to the companies rateably who may have granted any guarantee any moneys paid by them on account of any guarantees given by them as provided by this Act Provided that no payment shall be made to any such companies in respect of any guarantees so paid on account of any previous half-yearly dividend:

(6) The surplus (if any) shall be paid to the Company:

Provided that if the Waterford Limerick and Western Railway Company shall have subscribed or guaranteed any portion of the capital of the separate undertaking the Company shall pay to the said Waterford Limerick and Western Railway Company such part of the said surplus as will bear the same proportion to the whole as the amount of such subscription or guaranteed capital as the case may be bears to the total amount of the share or stock capital from time to time raised under the powers of this Act.

**52.** The Company and the Waterford Limerick and Western Railway Company respectively may with the authority of three-fourths of the votes of their shareholders present in person or by proxy at general meetings of the said companies respectively specially convened for the purpose from time to time subscribe any sums which they respectively think fit towards the separate capital of the separate undertaking by this Act authorised not exceeding as follows The Company any sum not exceeding one hundred thousand pounds and the Waterford Limerick and Western Railway Company any sum not exceeding fifty thousand pounds and the said companies respectively may with the like authority contribute and apply in or towards payment of their said subscriptions any moneys which they are already authorised to raise and which may not be required by them for the purposes of their respective undertakings and also any moneys which they are by this Act authorised to raise and the said companies respectively shall in respect of the sums to be subscribed and the corresponding shares in the separate undertaking to be held by them respectively have all the powers rights and privileges (except in regard to voting at general meetings which shall be as herein-after provided) and be subject to all the obligations and liabilities of proprietors of shares in the separate undertaking Provided always that the said companies shall not sell dispose of or transfer any of the shares in the separate undertaking for which they may subscribe.

Power to companies to subscribe and to apply funds for that purpose.

**53.** The Company as part of the capital of the general undertaking and the said Waterford Limerick and Western Railway

Power to raise money by creation

[Ch. cci.] *Dublin, Wicklow, and Wexford* [60 & 61 Viet.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897. Company may respectively from time to time raise for the purposes of their subscriptions to the separate undertaking any capital not exceeding in the case of the Company the nominal amount of one hundred thousand pounds and in the case of the Waterford Limerick and Western Railway Company not exceeding the nominal amount of fifty thousand pounds by the issue at their option of new ordinary shares or stock or new preference shares or stock or wholly or partially by any one or more of those modes respectively And the clauses and provisions of the Companies Clauses Consolidation Act 1845 with respect to the following matters (that is to say):—

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The consolidation of the shares into stock ;

The general meetings of the Company and the exercise of the right of voting by the shareholders ;

The making of dividends ;

The giving of notices ; and

The provision to be made for affording access to the special Act by all parties interested ;

and Part I. (relating to cancellation and surrender of shares) and Part II. (relating to additional capital) of the Companies Clauses Act 1863 shall extend and apply to the said companies respectively and to the additional capital which they respectively are by this Act authorised to raise for the purpose of their subscriptions as aforesaid to the separate undertaking.

Shares or stock of companies not to be issued until one-fifth part thereof shall have been paid up.

54. The Company and the Waterford Limerick and Western Railway Company respectively shall not issue any share under the authority of this Act of less nominal value than ten pounds nor shall any share or stock as the case may be vest in the person or corporation accepting the same unless and until a sum not being less than one-fifth of the amount of such share or stock shall have been paid in respect thereof.

Votes of companies at meetings of Company.

55. The Company and the Waterford Limerick and Western Railway Company respectively whilst shareholders or stockholders of the separate undertaking may by writing under their common seal from time to time appoint some person to attend any meeting

of the shareholders or stockholders in the separate undertaking or any meeting of the shareholders or stockholders of the general undertaking of the Company at which the shareholders or stockholders of the separate undertaking are entitled to be present and such person shall have all the privileges and powers attaching to a shareholder or stockholder of the separate undertaking or of the Company at such meetings and may vote thereat in respect of the capital held by the Company and the Waterford Limerick and Western Railway Company respectively.

A.D. 1897.

**56.** All moneys which the said companies respectively may raise under the powers of this Act for the purpose of their subscriptions as aforesaid to the separate undertaking shall be applied for the purposes of the before-mentioned subscriptions towards the separate undertaking only.

Application of moneys raised by the companies.

**57.** Subject to the provisions of this Act the Company may out of the revenues of the general undertaking of the Company and the Waterford Limerick and Western Railway Company may out of their revenues guarantee dividends on the whole or on any portion or portions of the New Ross and Waterford Extension Railways separate share or stock capital authorised to be raised as provided by this Act by paying by regular half-yearly payments any sum or sums not exceeding in the case of the Company the sum of four thousand pounds a year and in the case of the Waterford Limerick and Western Railway Company the sum of two thousand pounds a year to enable the Company to pay dividends on the share or stock capital raised and called up at a rate of not exceeding four pounds per centum per annum and any guarantee or guarantees granted by the said companies respectively may be granted on the whole of the said capital or on any specific portion or portions thereof to the exclusion of any other portion or portions of the said capital and such guarantees respectively shall attach to such specific shares or stock so guaranteed exclusively and the holders thereof shall be entitled to all the benefits of such guarantee or guarantees to the exclusion of all other persons or corporations whomsoever.

Guarantee by companies.

**58.** The powers conferred on the Company and on the Waterford Limerick and Western Railway Company respectively with reference to granting guarantees for and of subscribing towards the separate share or stock capital of the separate undertaking shall be exercised by each Company only with the authority of three-fourths of the votes of the shareholders or stockholders of such company present in person or by proxy at a meeting of such company specially convened for the purpose.

Certain powers to be exercised by special meetings of companies.

A.D. 1897.

Power to  
constitute  
joint com-  
mittees.

**59.** The Company and the Waterford Limerick and Western Railway Company may make and enter into agreements with respect to any subscription or guarantee moneys which the Company or the Waterford Limerick and Western Railway Company or either of them may subscribe or grant and with respect to the capital construction management and use of the separate undertaking and works and conveniences connected therewith and with respect to working the separate undertaking in connexion with the undertakings of the contracting companies or any part or parts thereof and with respect to the tolls rates and charges to be taken on the separate undertaking or on their undertakings being worked in connexion therewith not exceeding the tolls rates and charges authorised to be taken on the separate undertaking or on the said undertakings of such companies respectively and with respect to the apportionment and division of such tolls rates and charges and with respect to any other matter in connexion with the working management and maintenance of the separate undertaking and may constitute a joint committee or committees out of their directors for carrying out such agreements and such committee shall consist of four directors to be appointed by the Company and of directors to be appointed by the Waterford Limerick and Western Railway Company in the following proportions (that is to say) one director for each thousand pounds per annum guaranteed or twenty-five thousand pounds subscribed as the case may be.

Settlement  
of diffe-  
rences.

**60.** In case any difference or dispute shall arise between the said companies in reference to any agreement between the said companies with respect to the payment of any subscription or guarantee moneys or matters arising thereout or with respect to the working and maintaining the separate undertaking or with respect to the revenues arising therefrom or with reference to the amount of the tolls rates or charges to be taken in respect of the railways constituting the separate undertaking or with reference to any other matter arising out of this Act if no other mode of settlement is specially provided by any such agreement the same shall from time to time as required be submitted to the decision of an arbitrator to be agreed on by the said companies or if they cannot agree then of an arbitrator to be appointed on the application of either of the said companies by the Board of Trade whose decision shall be final and the costs of such arbitration shall be in the discretion of the arbitrator.

Application  
of money.

**61.** All moneys raised under this Act whether by shares or by stock or by borrowing shall be applied only to the purposes of this Act to which capital is properly applicable.



**62.** The Company may run over and use with their engines carriages and waggons and with their officers and servants in charge of trains and for the purpose of traffic of all kinds the following portions of railway (that is to say):—

A.D. 1897.  
 —  
 Power to run over and use portions of railway of Waterford Limerick and Western Railway Company.

(1) So much of the railway of the Waterford Limerick and Western Railway Company (in this and the next following section referred to as "the Limerick Company") as lies between the junction therewith of Railway No. 1 by this Act authorised and a point in the rails of the Limerick Company fifty feet south of the Clonmel Road Overbridge at Mountmisery:

(2) So much of the railway of the Limerick Company as lies between the junction therewith of Railway No. 3 by this Act authorised and the point herein-before described in the rails of the Limerick Company fifty feet south of the bridge carrying the Clonmel Road over the railway at Mountmisery (including the railway and works at Waterford constructed under the powers of the Waterford and Limerick Railway Act 1860 other than the pier or wharf therein described):

And may also use all stations on the said portions of railway and all sidings platforms points signals junctions roads water engines engine sheds standing room for engines booking and other offices warehouses machinery works and conveniences connected with such portions of railway and stations aforesaid.

**63.** The terms and conditions of and payments to be made for running over and using the portions of railway of the Limerick Company firstly and secondly respectively referred to in the last preceding section and also for the services aforesaid or any of them and for any easement or right of using lands of the Limerick Company shall be such as shall be agreed upon between the Company and the Limerick Company or failing agreement shall be settled by arbitration in accordance with the Railway Companies Arbitration Act 1859.

Terms of user.

**64.** The Company may from time to time demand and take for all passengers animals minerals and goods conveyed by them on the said portions of railway of the Waterford Limerick and Western Railway Company and for the use of the stations and works respectively and for carriages waggons and trucks and for locomotive engines and other power and for all services performed by them and for all other matters with respect to traffic thereon a like amount of tolls fares rates or other charges as by the Acts relating to the said portions of railway stations and works respectively are authorised to be demanded and taken for like traffic services and matters

Tolls on portions of railway.

A.D. 1897. — by the Waterford Limerick and Western Railway Company and in like manner and with and subject to like powers and provisions and where applicable like limitation of maximum charges in all respects.

Byelaws to be observed.

**65.** In running over and using the said portions of railway of the Waterford Limerick and Western Railway Company and in using any of the said stations in accordance with the provisions herein-before contained the regulations and byelaws for the time being in force on the said portions of railway so run over and used shall be at all times observed so far as such regulations and byelaws shall be applicable.

Company and Waterford Dungarvan and Lismore Railway Company to afford traffic facilities.

**66.** The Company and the Waterford Dungarvan and Lismore Railway Company (herein-after called "the Dungarvan Company") shall each of them afford all conveniently timed and arranged trains and such other facilities as are usual or useful for the conveyance of traffic of every description to and from their respective undertakings via Waterford and shall receive book through invoice and forward and deliver to and from the same and at the stations warehouses and booking offices such traffic upon such terms and conditions as may be agreed on or as in default of agreement shall be determined by an arbitrator to be appointed by the Board of Trade.

Working agreements between the Company and other companies.

**67.** The Company on the one hand and the Fermoy and Lismore Railway Company the Waterford Dungarvan and Lismore Railway Company and the Waterford Limerick and Western Railway Company or any one or more of them (herein-after called "the said companies") on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Railway and Canal Traffic Acts 1873 and 1888 enter into agreements with respect to the following purposes or any of them (that is to say) :—

The working use maintenance and management of the railways of the said companies respectively or any one or more of them or any part or parts thereof respectively and of the works connected therewith respectively or any of them by the Company ;

The management regulation and delivery of traffic upon or coming from or destined for the undertakings of the contracting companies or any of them including the railways by this Act authorised or any part thereof ;

The supply and maintenance of engines rolling stock and plant by the working company necessary for the purposes of any such agreement and of officers and servants for the conduct of such traffic ;

The fixing subject to the authorised maximum rates and the collection payment appropriation and division of the tolls rates and revenues arising from traffic on the railways and on the undertakings of the contracting companies or any part thereof and the payments and allowances to be made and allowed in respect of any such traffic. A.D. 1897.

**68.** Where during the continuance of any agreement to be entered into under the provisions of this Act for the working of the railways of the said companies or in the exercise of the running powers hereby conferred traffic is conveyed partly on the railways and partly on the railway of any other company the railways and the railway of such other company shall for the purpose of short distance rates and charges be considered as one railway and in estimating the amount of rates and charges in respect of passengers conveyed partly on the railways and partly on the railway of any other company rates and charges may be charged as for six miles and for every mile or fraction of a mile beyond six miles rates and charges as for one mile only and in estimating the amount of rates and charges in respect of merchandise traffic (including perishable merchandise exceeding fifty-six pounds in weight by passenger train) conveyed partly on the railways and partly on the railway of any other company the Company shall be deemed to be a company connected with such other company and specified in the schedule to the Railway Rates and Charges No. 26 (Athenry and Ennis Junction Railway &c.) Order 1892 confirmed by the Railway Rates and Charges No. 26 (Athenry and Ennis Junction Railway &c.) Order Confirmation Act 1892 Provided that in respect of the conveyance of a consignment of perishable merchandise not exceeding fifty-six pounds in weight by passenger train the Company shall not be entitled to charge a higher rate than the maximum rate which they are authorised to charge for the conveyance of parcels of the same weight. Rates on traffic conveyed partly on the railways and partly on the railway of any other company.

**69.** Nothing contained in this Act or to be done under the authority thereof shall in any manner affect the title to any of the subjects or any rights powers or authorities mentioned in or reserved by sections 21 and 22 of the Crown Lands Act 1866 and belonging to or exerciseable on behalf of Her Majesty. Saving rights of Crown under Crown Lands Acts.

**70.** Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land soil tenements or hereditaments or any rights in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown the management of which is vested in the Board of Trade without the Saving rights of the Crown.

A.D. 1897. — previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty.

Power to  
pay interest  
out of capital  
during con-  
struction.

71. Notwithstanding anything in this Act or in any Act or Acts incorporated therewith contained it shall be lawful for the Company out of any money by this Act authorised to be raised to pay interest at such rate not exceeding three pounds per centum per annum as the directors may determine to any shareholder or stockholder on the amount from time to time paid up on the shares or stock held by him from the respective times of such payments until the expiration of the time limited by this Act for the completion of the works by this Act authorised or such less period as the directors may determine but subject always to the conditions herein-after stated (that is to say):—

- (a) No such interest shall begin to accrue until the Company shall have obtained a certificate from the Board of Trade that two-thirds at least of the share or stock capital authorised by this Act in respect of which such interest may be paid has been actually issued and accepted and is held by shareholders or stockholders who or whose executors administrators or assigns are legally liable for the same :
- (b) No such interest shall accrue in favour of any shareholder or stockholder for any time during which any call on any of his shares or stock is in arrear :
- (c) The aggregate amount to be so paid for interest shall not exceed thirteen thousand pounds and the amount so paid shall not be deemed share or stock capital in respect of which the borrowing powers of the Company may be exercised but such borrowing powers shall be reduced to the extent of one half of the amount paid for interest as aforesaid :
- (d) Notice that the Company has power so to pay interest out of capital shall be given in every prospectus advertisement or other document of the Company inviting subscriptions for shares or stock for the railways and in every certificate of such shares or stock :
- (e) The half-yearly accounts of the separate undertaking shall show the amount of capital on which and the rate at which interest has been paid in pursuance of this section :

Save as herein-before set forth no interest or dividend shall be paid out of any share stock or loan capital which the Company are by

this or any other Act authorised to raise to any shareholder or stockholder on the amount of the calls made in respect of the shares or stock held by him but nothing in this Act shall prevent the Company from paying to any such shareholder or stockholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845. A.D. 1897.

72. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking. Deposits for future Bills not to be paid out of capital.

73. Nothing in this Act contained shall exempt the Company or the railways from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during 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 authorised by this Act. Provision as to general Railway Acts.

74. All costs charges and expenses of and incident to the preparing applying for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company out of any of their funds (other than the funds of the separate undertaking of the City of Dublin Junction Railways) but shall be charged to the capital of the separate undertaking. Costs of Act.

A.D. 1897.

The SCHEDULE referred to in the foregoing Act.

LANDS AND BUILDINGS OF WHICH PORTIONS ONLY MAY BE REQUIRED.

Number on Deposited Plans.	Description of Property.	Parish.	Townland.
RAILWAY NO. 1.			
4	Lawn - - - - -	Rosbercon -	Rosbercon.
{ 3	Lawn and private avenue -	Do. -	Raheen.
{ 4	Stores engine house yards and garden.	Do. -	Do.
{ 2	Hulk and gangways - - -	Extra-parochial	Mountmisery (adjoining).
{ 3	Hulk and gangways - - -	Do. -	Do.
{ 4	Landing-stage and rails -	Do. -	Do.
{ 16	Landing-stage and rails -	Do. -	Do.
{ 17	Stage and rails - - -	Do. -	Do.
4a	Part yard - - - - -	Do. -	Do.
23	Timber yard - - - - -	Kilculliheen -	Abbeylands.
{ 20	Yard - - - - -	Do. -	Do.
{ 20A	Sheds - - - - -	Do. -	Do.
{ 21	Stable - - - - -	Do. -	Do.
{ 25	Coal stores - - - - -	Do. -	Do.
{ 27	Coal stores - - - - -	Do. -	Do.
{ 37	Salthouse - - - - -	Do. -	Do.
{ 38	Salthouse - - - - -	Do. -	Do.
{ 39	Store - - - - -	Do. -	Do.
{ 40	Yard archway and rails -	Do. -	Do.
{ 42	Store - - - - -	Do. -	Do.
{ 53	House and premises - - -	Do. -	Do.
{ 54	Store - - - - -	Do. -	Do.
{ 2	Corn stores - - - - -	Do. -	Mountsion.
{ 3	Corn stores - - - - -	Do. -	Do.
{ 4	Yard and office - - - - -	Do. -	Do.
{ 5	Yard - - - - -	Do. -	Do.
{ 6	Garden walls and fishpond -	Do. -	Do.
{ 8	Yard stables and offices -	Do. -	Do.
{ 9	Yard and offices - - - - -	Do. -	Do.
{ 10	Corn store - - - - -	Do. -	Do.
{ 12	Store - - - - -	Do. -	Do.
{ 16	Store - - - - -	Do. -	Do.

[60 & 61 VICT.] *Dublin, Wicklow, and Wexford* [Ch. cci.]  
*Railway (New Ross and Waterford Extension) Act, 1897.*

A.D. 1897.

Number on Deposited Plans.	Description of Property.	Parish.	Townland.
{ 17	Coalyard and sheds - -	Kilculliheen -	Mountsion.
{ 18	Coal stage - - -	Do. -	Do.
{ 19	Yard and rails - -	Do. -	Do.
{ 20	Coal store and stage - -	Do. -	Do.

Printed by EYRE and SPOTTISWOODE,  
for

T. DIGBY PIGOTT, Esq., C.B., the Queen's Printer of Acts of Parliament.

And to be purchased, either directly or through any Bookseller, from  
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.; or  
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and  
190, WEST NILE STREET, GLASGOW; or  
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.