



## CHAPTER cxxx.

An Act for making the Railway and Canal Traffic Acts applicable to the City of Dublin Steam Packet Company in relation to their Holyhead and Kingstown Mail Contract Service; and for other purposes. [14th July 1884.] A.D. 1884.

WHEREAS upon the recital contained in the preamble of the Improved Postal and Passenger Communication between England and Ireland Act, 1855 (herein-after called "the Act of 1855"), that the City of Dublin Steam Packet Company (herein-after called the "Dublin Company"), had been for many years established for the purpose of carrying on steam communication between (amongst others) the ports of Dublin (including Howth and Kingstown) and Holyhead, and that the Chester and Holyhead Railway (now forming part of the London and North-western Railway) terminated at and communicated with the port of Holyhead, and that it would greatly facilitate the postal service, and also the convenient transmission of passengers between England and Ireland, if the companies aforesaid were empowered to provide larger and more powerful steam vessels for such purpose, in manner in that Act mentioned; and divers provisions were by that Act accordingly made with the intent and object of facilitating the postal, passenger and parcel traffic between England and Ireland, and of securing equality of treatment; and the provisions of the Railway and Canal Traffic Act, 1854, so far as applicable were extended to the steam-boats to be provided under the provisions of the Act of 1855, and to the passengers and parcels carried therein: 18 & 19 Vict.  
c. 172.

And whereas by the City of Dublin Steam Packet Company's Act 1860, (herein-after called "the Act of 1860") after reciting the Act of 1855, and that in pursuance of the Act of 1855 the Dublin Company had undertaken to provide at a cost of more than three hundred thousand pounds four steam vessels of great power, and calculated to attain a very high rate of speed, to be used for the 23 & 24 Vict.  
c. 98.

A.D. 1884.

better conveyance of mails and passengers between England and Ireland, it was declared to be "of great public importance that the steam vessels to be provided by the Dublin Company, for the conveyance of mails and passengers should be provided without delay, and that the Dublin Company should be authorised to raise further moneys for the purposes thereof:"

And whereas by the Act of 1860 the Dublin Company were accordingly authorised to raise capital (in addition to their then authorised capital) to the extent of three hundred thousand pounds, to be applied as therein mentioned, towards repayment of moneys advanced, and capital raised for the purpose of constructing steam vessels for the use of that Company, in the conveyance of mails and passengers between Holyhead and Kingstown or Howth, according to the true intent and object of the Act of 1855, and to no other purpose whatsoever:

And whereas additional capital to the extent required was duly raised and applied by the Dublin Company in manner contemplated by the Acts of 1855 and 1860:

And whereas under the powers of the Act of 1855 facilities for postal, passenger and parcel traffic between England and Ireland have for many years been provided so far as regards the transit of the channel between Holyhead and Kingstown, by the Dublin Company and steam vessels belonging to them:

And whereas the provisions of the Act of 1855 were of a temporary character:

And whereas the Dublin Company are by a contract recently entered into between the Postmaster-General and that Company now bound to carry, for the period of twelve years from the first day of October, one thousand eight hundred and eighty-three, the mails between Holyhead and Kingstown and vice versâ, in the steam vessels heretofore provided or in vessels of equal or superior dimensions:

And whereas by section 11 of the Regulation of Railways Act, 1873 (amending section two of the Railway and Canal Traffic Act, 1854), it is declared that when a railway company use, maintain or work, or are party to an arrangement for using, maintaining or working steam vessels for the purpose of carrying on a communication between any towns or ports, the provisions of that section shall extend to such steam vessels, and to the traffic carried thereby: but it is doubtful how far in the actual circumstances such provisions would in future extend to the said steam vessels of the Dublin Company, or to the passengers and parcels carried thereby; and it is expedient that further provision should be made in reference thereto:



And whereas the purposes aforesaid cannot be attained without the authority of Parliament :

A.D. 1884.

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

1. This Act may be cited for all purposes as the City of Dublin Steam Packet Company's Act 1884. Short title.

2. In this Act the expression "the Dublin Company" means the City of Dublin Steam Packet Company; the expression "the contract" means the contract entered into between the Postmaster-General and the Dublin Company for the carriage of the mails between Holyhead and Kingstown and vice versâ for a period of twelve years, from the first day of October, one thousand eight hundred and eighty-three; the expression "the steam vessels" means the steam vessels now provided by the Dublin Company for the performance of the contract and any other vessels of equal or superior dimensions which may from time to time be provided by the Dublin Company for the performance thereof; the term "traffic" means and includes all or any postal, passenger and parcel traffic conveyed or intended to be conveyed upon the steam vessels; the expression "the Traffic Acts" means the Railway and Canal Traffic Act, 1854, and the Regulation of Railways Act, 1873, and any Act amending the same. Interpretation.

3. During the continuance of the contract the provisions of the Traffic Acts shall, as regards all or any traffic, whether local or through, conveyed by the steam vessels, apply to the Dublin Company and to the steam vessels, and to such traffic as aforesaid in all respects, as if the Dublin Company were a railway company or canal company, and as if the steam vessels and the routes traversed by them formed part of a continuous line of railway communication or canal and railway communication, and as if the terminus, station or wharf of the Dublin Company were near the terminus, station or wharf of another railway company or canal company or railway and canal company, within the meaning of the Traffic Acts; and the provisions of the Traffic Acts as made applicable by this Act shall be read and have effect accordingly. Application of Railway Traffic Acts.

4. The Dublin Company may, for the conveyance of passenger and parcel traffic in the steam vessels, charge and recover such reasonable rates or sums as they think proper, being within such maximum rates or sums as shall be sanctioned and approved by the Power to charge rate for passenger and parcel traffic.

A.D. 1884. Board of Trade and not exceeding the rates or sums now authorised to be taken on the Chester and Holyhead Railway for the conveyance of passengers and parcels for a distance of sixty miles: Provided always that every first-class passenger conveyed by the steam vessels shall be entitled to take with him without extra charge his ordinary luggage not exceeding one hundred and twenty pounds in weight, and every second-class passenger, not exceeding one hundred pounds in weight, and every third-class passenger, not exceeding sixty pounds in weight.

For the  
protection of  
railway  
companies.

5. Where in consequence of the provisions of this Act any railway company shall have made a contract for carrying persons, animals or goods in a vessel belonging to the Dublin Company, and such railway company shall become liable in damages in respect of loss of life or personal injury, or in respect of loss of or damage to animals or goods happening during the carriage of the same in such vessel, the Dublin Company shall indemnify such railway company against and shall reimburse them any costs or payments which they may incur, make, or become liable to by reason of any such loss, damage, or injury as aforesaid.

Costs of Act.

6. All the costs, charges and expenses of and incident to the applying for obtaining and passing of this Act, shall be borne and paid by the Dublin Company.