



CHAPTER clviii.

An Act to confirm certain Provisional Orders made by the Board of Trade under the Tramways Act, 1870, relating to Bristol Corporation, Bristol and Eastern District, Hull, Leamington and Warwick, Norwich and Taverham, Southport, Stirling and Bridge of Allan, and Tynemouth. A.D. 1872.

[6th August 1872.]

WHEREAS under the authority of the Tramways Act, 1870, the Board of Trade have made the several Provisional Orders set out in the schedule to this Act annexed :

And whereas a Provisional Order made by the Board of Trade under the authority of the Tramways Act, 1870, is not of any validity or force whatever until the confirmation thereof by Act of Parliament :

And whereas it is expedient that the several Provisional Orders made by the Board of Trade under the authority of the said Act, and set out in the schedule to this Act annexed, be confirmed by Act of Parliament :

Be it therefore 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 :

1. This Act may be cited as the Tramways Orders Confirmation Act, 1872 (No. 4). Short title.

2. The several Orders set out in the schedule to this Act shall be and the same are hereby confirmed, and all the provisions thereof in manner and form as they are set out in the said schedule shall, from and after the passing of this Act, have full validity and force. Confirmation of Orders in schedule.

A.D. 1872.

SCHEDULE.

LIST OF ORDERS.

1. BRISTOL CORPORATION.—Order authorising the mayor, aldermen, and burgesses of the city of Bristol to construct certain Tramways in the city and county of Bristol.
2. BRISTOL AND EASTERN DISTRICT.—Order authorising the construction of Tramways in the city of Bristol and its Eastern Suburbs.
3. HULL.—Order authorising the construction of Tramways in the borough, town, and county of the town of Kingston-upon-Hull.
4. LEAMINGTON AND WARWICK.—Order authorising the construction of Tramways in Leamington and Milverton and Warwick, in the county of Warwick.
5. NORWICH AND TAVERHAM.—Order authorising the construction of a Tramway from the Thorpe Station of the Great Eastern Railway, in the city of Norwich, to the Paper Mills at Taverham, with branches, in the county of Norfolk.
6. SOUTHPORT.—Order authorising the construction of Tramways in the township of Birkdale, the borough of Southport, and the township of North Meols (outside the borough of Southport), all in the parish of North Meols and county palatine of Lancaster.
7. STIRLING AND BRIDGE OF ALLAN.—Order authorising the construction of Tramways in Stirling, Bridge of Allan, and places adjacent.
8. TYNEMOUTH.—Order authorising the construction of Tramways in the borough of Tynemouth and its suburbs.

BRISTOL CORPORATION TRAMWAYS.

A.D. 1872.

Order authorising the Mayor, Aldermen, and Burgesses of the City of Bristol to construct certain Tramways in the City and County of Bristol.

Bristol Corporation.

1. This Order may be cited as "The Bristol Corporation Tramways Order, 1872." Short title.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order. Incorporation of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings: Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised; and the expression "the Corporation" shall mean the mayor, aldermen, and burgesses of the city of Bristol. Interpretation.

Promoters.

4. The Corporation, acting under the authority and for the purposes of the Act passed in the session of Parliament held in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act to provide for the Regulation of Municipal Corporations in England and Wales," and of all statutes altering or amending the same, and affecting the Corporation, shall, subject to the provisions of this Order, carry the same into effect in like manner in every respect as if the purposes of the same were purposes of the said Act, and are in this Order referred to as "the Promoters." Promoters.

Construction of Tramways.

5. The Promoters may make, form, lay down, and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables, carriage houses, warehouses, works, and conveniences connected therewith. Construction of tramways.

The tramways authorised by this Order are,—

A Tramway (No. 1) commencing in the in-parish of Saint Philip and Jacob in Old Market Street, opposite No. 3, Old Market Street, passing up Old Market Street, along West Street, Clarence Road, and Lawrence Hill, in the in-parish of Saint Philip and Jacob and the out-parish of Saint Philip and Jacob, along the centre lines of the said streets respectively, excepting a divergence northward of about a yard opposite Mr. Scull's premises, Messieurs Garton's premises, and the west end of the public house called "the Glass House," to the termination of the tramway at the boundary of the city near Berkeley Street, in the out-parish of Saint Philip and Jacob.

This tramway may be so laid that a less space than nine feet six inches shall intervene between the nearest rail of the tramway and the

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footpath in front of Mr. Scull's premises in West Street, in Lawrence Hill from Mr. Garton's premises for a distance of about three hundred and fifteen feet in an easterly direction, and also at the upper end of Lawrence Hill for a length of about one hundred and ninety feet in front of the public house called "the Glass House."

- A Tramway (No. 1A) wholly situate in the in-parish of Saint Philip and Jacob, commencing by a junction with the aforesaid Tramway No. 1 in Old Market Street at a point about eight hundred and twenty feet eastward of the commencement of the said tramway, and diverging thence southward for a distance of about fifty feet until it becomes distant about nine feet from the said centre line, continuing along the said Old Market Street at the same distance of about nine feet from the centre line thereof for a further length of sixty feet, converging thence towards the centre line of the said street for an additional length of about fifty feet, and terminating by a junction with the said Tramway No. 1 in the said Old Market Street.
- A Tramway (No. 1B) wholly situate in the out-parish of Saint Philip and Jacob, commencing by a junction with the aforesaid Tramway No. 1 in the centre of West Street, at a point about ninety feet eastward of the intersection of Gloucester Lane with West Street, from which point it commences to diverge to the south of the centre line for a distance of about fifty feet until it becomes distant about nine feet from the said centre line, continuing along the said West Street at the same distance of nine feet from the centre line thereof for a further length of sixty feet, converging thence towards the centre line of the said street for an additional length of fifty feet, and terminating by a junction with the said Tramway No. 1 in the said West Street.
- A Tramway (No. 1c) wholly situate in the out-parish of Saint Philip and Jacob, commencing by a junction with the aforesaid Tramway No. 1 in the centre of Clarence Road at a point seventy-five feet eastward of the entrance to Clarence Place, from which point it commences to diverge to the south of the centre line for about one hundred and ten feet until it becomes distant nine feet from the said centre line, continuing along the said Clarence Road at the same distance of nine feet from the centre line thereof for a further length of sixty feet, converging thence towards the centre line of the said street for an additional length of seventy feet, and terminating by a junction with the said Tramway No. 1 in the said Clarence Road.
- A Tramway (No. 2) commencing at a point in Saint Augustine's Place, nearly opposite to Salem Chapel, in the parish of Saint Augustine, passing up Saint Augustine's Place to the end of Host Street, and continuing up an intended new street, to be called "Colston Street," to the top of Queen Street Steps, passing up Lower Saint Michael's Hill, along the intended diversion of the same, and terminating at a point about fifty feet eastward of the "Eglinton Arms Tavern." The said tramway will be in the parishes of Saint Augustine and Saint Michael.
- A Tramway (No. 3) commencing at the end of the aforesaid Tramway No. 2, passing along Perry Road and Park Row into Queen's Road and

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the White Ladies Road, and terminating in the said last-mentioned road opposite the northern end of Saint John's Church. The tramway will be in the parishes of Saint Michael, Saint Augustine, and Clifton.

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A Tramway (No. 3A) wholly situate in the parish of Saint Michael, commencing by a junction with the aforesaid tramway No. 3 in the Queen's Road, opposite No. 20 in the triangle in the centre of the street aforesaid, from which point it commences to diverge in a north-westerly direction to the south-west of the centre line for a distance of fifty feet, until it becomes distant nine feet from the said centre line, continuing along the said Queen's Road, at the same distance of nine feet from the centre line thereof, for a further length of sixty feet, converging thence towards the said centre line of the said street for an additional length of fifty feet, and terminating by a junction with the aforesaid tramway No. 3 in the said Queen's Road.

A Tramway (No. 3B) in the parishes of Clifton and Westbury-upon-Trym, commencing by a junction with the aforesaid Tramway No. 3 in the White Ladies Road near the point where the Chertsey Road joins the said White Ladies Road, continuing along the said last-mentioned road in a northerly direction, and diverging from the centre line thereof, on the north-east side of the same, for a distance of fifty feet, until it becomes nine feet distant from the said centre line, being at that point in the parish of Westbury-upon-Trym, continuing along the said White Ladies Road, at the same distance of nine feet from the centre line thereof, for a length of sixty feet, converging thence towards the centre line of the said road for an additional length of fifty feet, and terminating by a junction with the aforesaid Tramway No. 3 in White Ladies Road.

All the tramways herein-before described will be situated within the city of Bristol.

6. If the Promoters desire under the authority of this Order or of the Act confirming the same to do any act which shall or may render necessary the removal or displacement of any of the mains or pipes, valves, syphons, plugs, or apparatus or other works belonging to or controlled by the Bristol Waterworks Company or the Bristol United Gaslight Company, the Promoters shall give to the said Bristol Waterworks Company or to the said Bristol United Gaslight Company, as the case may require, fourteen days notice under the hand of the clerk to the Local Board of Health of such desire, and the said Bristol Waterworks Company or the said Bristol United Gaslight Company, as the case may be, shall forthwith, without prejudice nevertheless to the protection afforded them by sub-section 2 of section 30 of "The Tramways Act, 1870," make such removal or displacement as may be necessary, and do all works incident thereto; and all expenses to be thereby incurred shall be defrayed by the Promoters.

Providing for protection of the Bristol Waterworks Company and the Bristol United Gaslight Company.

Nothing contained in this Order or in the Act confirming the same shall interfere with the exercise by the said Bristol Waterworks Company or the said Bristol United Gaslight Company of the powers and privileges conferred upon them respectively by any Acts or Act of Parliament of laying down and maintaining, and as occasion may require of repairing or

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altering, any mains or pipes in and under any of the public streets or thoroughfares upon which any tramways may be laid under the authority of this Order or of the Act confirming the same; and the provisions of sub-section 4 of section 32 of "The Tramways Act, 1870," in favour of "the local authority or the road authority" shall be extended to and include the said Bristol Waterworks Company and the said Bristol United Gaslight Company.

Additional crossings, passing-places, &c., may be made when necessary.

7. The Promoters may from time to time hereafter, subject to the provisions of this Order, make all such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of the tramways or any of them, or for providing access to any stables or carriage houses or works of the Promoters, or their lessees or licensees: Provided, that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the foot-path on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Temporary tramways may be made when necessary.

8. Where, by reason of the execution of any work affecting the surface or soil of any road along which any part of the tramways is laid, it shall, in the opinion of the Promoters, be necessary or expedient temporarily to remove or discontinue the use of the tramway, or any part thereof, the Promoters may construct and, so long as occasion may require, maintain in the same or any adjacent road, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Traffic upon Tramways.

Traffic upon tramways.

9. The tramways shall be used exclusively for the conveyance of passengers and parcels, unless at any time the Promoters shall, by resolution of a meeting of the Council of the city of Bristol duly convened with notice of the matter, determine that the tramways, or any specific portions thereof, may be used for a time to be specified in the said resolution for the purpose of conveying also animals, goods, and minerals, or such animals, goods, and minerals as the Council shall define.

Tolls.

Tolls for passengers.

10. The Promoters may demand and take for every passenger travelling upon any of the tramways, or any part thereof, any tolls or charges not exceeding one penny per mile when the distance travelled by such passenger shall exceed one mile (and for this purpose the fraction of a mile beyond a mile or an integral number of miles shall be deemed a mile), but the Promoters may charge for any less distance than one mile any sum not exceeding twopence.

Tolls for animals, goods, &c.

11. In case the Promoters are authorised, in manner by this Order provided, to use the tramways for conveying animals, goods, and minerals, the Promoters may take for all animals, goods, and minerals conveyed upon the tramways any tolls not exceeding the rates specified in the schedule to this Order annexed.

Limitation of tolls in case of demise.

12. If the Promoters under the authority of the Tramways Act, 1870, demise the right of user of the tramways, and of demanding and taking in respect of the same the tolls and charges authorised by this Order, such tolls and charges

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shall include all charges which may be made for the use of the tramways and of carriages, and for motive power and every other incidental expense.

13. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Bristol Corporation.
 Passengers luggage.

14. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry if the lessees, at any time during the continuance of the demise, do not run carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient, for artizans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the lessees nevertheless not being required to take any fare less than one penny): Provided always, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Cheap fares for labouring classes.

15. The tolls and charges by this Order authorised shall be paid to such persons and at such places upon or near to the tramways and in such manner and under such regulations as the Promoters may, by notice to be annexed to the list of tolls, appoint.

As to payment of tolls.

Miscellaneous.

16. The amount of moneys which under the provisions of section 20 of "The Tramways Act, 1870," the Corporation may, for the purpose of paying all expenses incurred by them in applying for and obtaining this Order, and for carrying into effect the purposes hereof, borrow and take up at interest shall be fourteen thousand pounds, and the time for which such money may be borrowed shall not exceed thirty years.

Limitation as to amount of moneys to be borrowed.

17. Nothing herein contained shall be deemed or construed to except the tramways from the provisions of any general Act relating to tramways, now in force, or which may hereafter pass during this or any future session of Parliament.

Provision as to general Acts relating to tramways.

SCHEDULE.

List of Tolls.

	Per mile.
	s. d.
<i>Animals.</i>	
For every horse, mule, or other beast of draught or burden	0 3
For every ox, cow, bull, or head of neat cattle	0 3
For calves, pigs, sheep, and small animals	0 2
<i>Goods.</i>	
For all coals, culm, cannel, limestone, chalk, lime, slates, clay, ironstone, iron ore, undressed or scabbled stones for building, pitching, and paving, slag stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton	0 3
For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron not	

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	Per mile.
	s. d.
otherwise specifically classed herein, and for heavy iron castings, including railway chairs, tiles, bricks, coke, charcoal, dung, manure, and compost, per ton	0 4
For all timber or wood, per ton	0 3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton	0 5
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton	0 6
For every carriage, of whatever description	1 0

Small Parcels.

	Any distance.
For any parcel not exceeding seven pounds in weight	0 3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight	0 5
For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight	0 7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight	0 9
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight, the Promoters may demand any sum which they think fit.	

Regulations as to Tolls.

A fraction of a mile beyond an integral number of miles shall be deemed a mile:

For a fraction of a ton the Promoters may demand tolls according to the number of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton:

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beach, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

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.

Single Articles of great Weight.

	Per mile.
	s. d.
Any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, exceeds four tons but does not exceed eight tons, per ton	3 0
For any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, the Promoters may demand such sum as they think fit.	

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BRISTOL AND EASTERN DISTRICT.

*Bristol
and Eastern
District.*

*Order authorising the construction of Tramways in the City of
Bristol and its Eastern Suburbs.*

1. This Order may be cited as "The Bristol and Eastern District Tramways Order, 1872." Short title.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order. Incorporation
of Acts.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings: Interpreta-
tion.

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised; in this Order the expression "the corporation" shall mean the mayor, aldermen, and burgesses of the city of Bristol.

Promoters.

4. John Bligh Stanley, Henry Sidney Wasbrough, and George Brownlow, their heirs or assigns, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters." The Promoters.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole ten acres. Land by
agreement.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same. Construction
of tramways.

The tramways authorised by this Order are:—

Tramway No. 2, three miles one furlong seven chains in length, commencing at the boundary line between the city of Bristol and the parish of Saint George, in the county of Gloucester, near Berkeley Street, in the out-parish of Saint Philip and Jacob, passing along the high road by Moorfields, Redfield, to Cloud's Hill, and passing up Bell Hill, Two Mile Hill, to Kingswood Hill, and terminating opposite the "Flowerpot" Inn at Kingswood Hill aforesaid, in the hamlet of Oldland, in the parish of Bitton:

Tramway No. 2A, two chains and fifty links in length, wholly situate in the parish of Saint George aforesaid, commencing by a junction with the aforesaid tramway No. 2 in the high road, at a point forty feet to the

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west of the intersection of the roads to Kingswood Hill and Hanham, continuing along the said high road, and terminating by a junction with the said tramway No. 2 in the said high road :

Tramway No. 2B, two chains and fifty links in length, wholly situate in the parish of Saint George aforesaid, commencing by a junction with the aforesaid Tramway No. 2 in the high road, at a point two hundred and eighty feet to the west of the boundary between the parish of Saint George and the hamlet of Oldland, in the parish of Bitton, continuing along and terminating in the said road by a junction with the aforesaid Tramway No. 2 :

Tramway No. 3, four furlongs and five chains in length, commencing at a point two hundred and twenty feet west of Garton's Brewery, and passing along Easton Road, in the out-parish of Saint Philip and Jacob, in the city of Bristol aforesaid, to the boundary of the city of Bristol, and thence to a point opposite Kinborne Street, in the aforesaid parish of Saint George :

Tramway No. 4, four miles one furlong and five chains in length, commencing opposite Mr. Scull's premises in West Street, in the out-parish of Saint Philip and Jacob, forty feet from the intersection of Trinity Road with West Street, passing along Trinity Road and Stapleton Road to the boundary of the city of Bristol, and from thence passing under the South Wales Union Railway, by the Black Swan Inn, along the Fishponds Road, continuing thence by Ridgeway and Fishponds to Staple Hill, in the parish of Mangotsfield, in the county of Gloucester, and terminating at a point about fifty feet east from the entrance gate to Hill House, in the said parish of Mangotsfield :

Tramway No. 4A, two chains and fifty links in length, wholly situate in the out-parish of Saint Philip and Jacob, commencing by a junction with the aforesaid Tramway No. 4 in the centre of the road, at a point about seventy feet to the east of the Waggon and Horses Inn, continuing along the said road, and terminating by a junction with Tramway No. 4 in the said road :

Tramway No. 4B, two chains and fifty links in length, wholly situate in the parish of Stapleton aforesaid, commencing by a junction with the aforesaid Tramway No. 4 in Stapleton Road, at a point about one hundred and fifty-five feet to the east of the boundary of the city of Bristol, continuing along the said road, and terminating by a junction with Tramway No. 4 in the Fishponds Road aforesaid :

Tramway No. 4C, two chains and fifty links in length, wholly situate in the parish of Stapleton aforesaid, commencing by a junction with the aforesaid Tramway No. 4 at Fishponds aforesaid, in the centre of the road, at a point opposite the west end of the Full Moon Inn, Fishponds, continuing along the said road, and terminating by a junction with the aforesaid Tramway No. 4 in the said road.

Tramways to
be kept on a
level with sur-
face of roads.

7. If any road authority shall hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their

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rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

8. If the Promoters desire, under the authority of this Order, to do any act which shall or may render necessary the removal or displacement of any of the mains or pipes, valves, syphons, plugs, or apparatus, or other works belonging to or controlled by the Bristol Waterworks Company or the Bristol United Gaslight Company, the Promoters shall give to the Bristol Waterworks Company or to the Bristol United Gaslight Company, as the case may be, fourteen days notice of such desire, and the Bristol Waterworks Company or the Bristol United Gaslight Company, as the case may be, shall forthwith (without prejudice nevertheless to the protection afforded them by sub-section two of section thirty of "The Tramways Act, 1870,") make such removal or displacement as may be necessary, and do all works incident thereto, and all expenses to be thereby incurred shall be defrayed by the Promoters.

For protection of works of Bristol Waterworks Company and Bristol United Gaslight Company.

Nothing contained in this Order shall interfere with the exercise by the said Bristol Waterworks Company or the said Bristol United Gaslight Company of the powers and privileges conferred upon them respectively by any Acts or Act of Parliament of laying down and maintaining, and, as occasion may require, of repairing and altering any mains or pipes in and under any of the roads or thoroughfares upon which any tramways may be laid under the authority of this Order, and the provisions of sub-section four of section thirty-two of "The Tramways Act, 1870," in favour of the local authority or the road authority shall be extended to and include the said Bristol Waterworks Company and the said Bristol United Gaslight Company.

9. The Promoters may from time to time hereafter make all such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient to the efficient working of their tramways, or any of them, or for providing access to any stables or carriage-sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Additional crossings, &c. may be made where necessary.

10. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and, with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Temporary tramways may be made when necessary.

If any difference arises between the Promoters and any road authority with

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Application of
road materials
excavated in
construction
of Promoters
works.

respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of differences in the said section mentioned.

11. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the re-instating of the road, and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided, that, if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person, with reference to any of the matters aforesaid, shall be determined in manner provided by "The Tramways Act, 1870," with respect to all differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon
tramways.

12. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Tolls.

Tolls for pas-
sengers.

13. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls for the use of the tramway and of carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile), but the Promoters may charge for any less distance than two miles any sum not exceeding twopence.

Passengers
luggage.

14. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares
for labouring
classes.

15. The Promoters shall and they are hereby required, at all times after the opening of the tramways for public traffic; to run at least two carriages every morning in the week, one to arrive at the Old Market in Bristol not later than 5.45 a.m. and the other not later than 6.45 a.m., and also two carriages at least to leave Bristol every evening in the week not earlier than 5 p.m. (Sundays, Christmas Day, and Good Friday always excepted), or at such other hours as the Promoters and the road authorities may agree upon as being most convenient for artizans, mechanics, and daily labourers, at fares not exceeding

one halfpenny per mile (the promoters nevertheless not being required to take any fare less than one penny): Provided that in case of any complaint being made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

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—
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and Eastern
District.*

16. The Promoters may demand and take in respects of any animals, goods, parcels, or articles conveyed by them on the tramways, except as is by this Order specially provided, including the tolls for the use of the tramways, and for waggons, trucks, and motive power, and every other expense incidental to the conveyance, any tolls or charges not exceeding the rates specified in the schedule to this Order annexed.

Tolls for
animals and
goods.

17. The Promoters shall not be bound to carry, unless they think fit, any animals, goods, parcels, or articles, other than passengers luggage not exceeding twenty-eight pounds in weight.

Promoters not
bound to carry
goods.

18. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters shall by notice to be annexed to the list of tolls appoint.

Tolls to be paid
as directed by
the Promoters.

Miscellaneous.

19. Within one year after the completion of so much of Tramways 3 and 4 respectively, as lies within the city of Bristol, the corporation may, if authorised so to do by a resolution passed at a special meeting of the town council, in manner prescribed by section 44 of "The Tramways Act, 1870," give notice in writing under their common seal to the Promoters of their desire to purchase the said portions of the said tramways, and the Promoters shall accordingly convey the said portions to the corporation, subject nevertheless to the following conditions :

Providing for
purchase by a
corporation of
part of tram-
ways.

(a.) The corporation shall pay to the Promoters the cost of constructing the said portions of tramway, and such proportion of the expenses of and incidental to the procuring this Order, as the length of the said portions of tramway bears to the whole length of tramways hereby authorised :

(b.) If any difference arises between the corporation and the Promoters with respect to the sum to be paid by the corporation, either in respect of the construction of the said portions of tramway, or in respect of the proportion of expenses to be attributed to the portions so purchased, such difference shall be settled by an arbitrator to be appointed by agreement between the parties, or in default of such agreement to be appointed by the Board of Trade on the application of either party, and the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration shall, so far as they are applicable, apply to such arbitration :

(c.) The corporation may pay the purchase-money and the said proportion of expenses, and also all expenses incurred by them or by the Promoters with relation to such purchase, out of the borough fund or other property applicable to the purposes of a borough rate, or the borough rate :

(d.) After the purchase of the said portions of tramway by the corporation, such portions shall become to all intents parts of the tramways of the

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and Eastern
District.*

Form and
delivery of
notices.

corporation, and the corporation and their lessees shall have and exercise with respect to such portions of tramway, all the same rights, powers, and privileges, and shall be subject to the same conditions and restrictions as they may exercise or be subject to with respect to the tramways belonging to the corporation.

20. With respect to notices, and the delivery thereof by or to the Promoters, the following provisions shall have effect; namely,

(1.) Every notice shall be in writing or in print, or partly in writing and partly in print, and if given by the local authority or any road authority shall be sufficiently authenticated by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters, to or by the local authority, or any road authority or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters (as the case may be), or by being sent by post in a registered letter addressed to their respective clerk or secretary at their principal office, and every such letter shall be deemed to be received by the authority, body, or company, or by the Promoters (as the case may be) on the day on which the same ought to be delivered at their principal office in the ordinary course of post.

Provision for
general Acts.

21. Nothing herein contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force, or which may hereafter pass during this or any future Session of Parliament.

SCHEDULE.

List of Tolls.

<i>Animals.</i>	Per mile.
	s. d.
For every horse, mule, or other beast of draught or burden -	0 3
For every ox, cow, bull, or head of cattle -	0 3
For calves, pigs, sheep, and small animals -	0 2
<i>Goods.</i>	
For all coals, culm, cannel, limestone, chalk, lime, slates, clay, ironstone, iron ore, undressed or scabbled stones for building, pitching, and paving, slag, stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton -	0 3
For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought-iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, tiles, bricks, coke, charcoal, dung, manure, and compost, per ton -	0 4
For all timber or wood, per ton -	0 3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings per ton -	0 5

	Per mile.		A.D. 1872.
	s.	d.	
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters or things, per ton -	0	6	<i>Bristol and Eastern District.</i>
For every carriage, of whatever description - - - - -	1	0	

Small Parcels.

	Any distance.	
	s.	d.
For any parcel not exceeding seven pounds in weight - - - - -	0	3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight - - - - -	0	5
For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight - - - - -	0	7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight - - - - -	0	9
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Promoters may demand any sum which they think fit.		

Regulations as to Tolls.

For a fraction of a mile beyond three miles, or beyond any greater number of miles, the Promoters may demand tolls and charges on animals and goods for such fraction, in proportion to the numbers of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile, and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile :

For a fraction of a ton the Promoters may demand tolls according to the numbers of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton :

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight :

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

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.

Single Articles of great Weight.

Any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, exceeds four tons but does not exceed eight tons, per ton - - - - - 3 0

Any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, the Promoters may demand such sum as they think fit.

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HULL.

Hull.

Order authorising the construction of Tramways in the Borough, Town, and County of the Town of Kingston-upon-Hull.

Short title.

1. This Order may be cited as "The Hull Tramways Order, 1872."

Incorporation of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and of "The Tramways Act, 1870," are hereby incorporated with this order, except where the same are expressly varied by this order.

Interpretation.

3. The several words and expressions to which, by the Acts in whole or in part incorporated with this Order, meanings are assigned have in this Order the same respective meanings:

Provided that the expression the "tramways" or the "undertaking" shall mean the tramways and works and undertaking by this Order authorised:

The expression "road authority," with respect to all roads vested in the Local Board of Health, shall mean the Local Board of Health for the time being; and shall, with respect to any roads which are vested in, or which are maintained and repaired by, the Dock Company at Kingston-upon-Hull, include the said Dock Company.

In this Order the expression "the Corporation" shall mean the mayor, aldermen, and burgesses of the borough of Kingston-upon-Hull.

Promoters.

The Promoters.

4. The Continental and General Tramway Company, Limited, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement.

5. The Promoters may, by agreement from time to time, purchase and acquire such lands as may be necessary for the undertaking not exceeding in the whole ten acres.

Construction of Tramways.

Construction of tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the Tramways herein-after described, with all proper rails, plates, offices, stables, carriage houses, warehouses, works, and conveniences connected therewith or for the purposes thereof, and may work and use the same.

The Tramways authorised by this Order are:—

No. 1. A Tramway No. 1, commencing in Beverley Road, in the parish of Sculcoates, at a point forty-six feet, or thereabouts, south-east of the Post Office letter box in the boundary or fence wall of a house at the north end of Suffolk Terrace; passing thence in a southerly direction along Beverley Road, along the roadway crossing the Victoria Dock Branch of the North-eastern Railway in Beverley Road, and thence along Beverley Road and Prospect Street, Albion Street, along Bond Street, George Street, Charlotte Street, North Street, Bridge Street, North

Bridge, Witham and Holderness Road, along the roadway crossing the Victoria Dock Branch of the North-eastern Railway in Holderness Road, and terminating at a point in that road 35 feet, or thereabouts, north of the north-east corner of the Crown Inn or beerhouse, in the last-named road, in the township of Southcoates, in the parish of Drypool, which said tramway will pass through, into, or along the parish of Sculcoates, the united parishes of Holy Trinity and Saint Mary, the parishes of Sutton and Drypool, and the township of Southcoates in the said parish of Drypool.

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The centre line of the proposed Tramway No. 1 will, at its commencement, be four feet from and eastward of the imaginary centre line of Beverley Road, and will continue at that distance from the said imaginary centre line for a length of one chain, and will thence gradually approach until, in a distance of one chain, it reaches the centre of the road, and will thence be carried along the centre of the said road to the junction of that road with Prospect Street, and thence along Prospect Street, Albion Street, Bond Street, George Street, Charlotte Street, North Street, Bridge Street, North Bridge, four feet from and north-easterly of the imaginary centre line of those streets respectively, and thence along Witham four feet from and north-easterly of the imaginary centre line of Witham to a point in that street opposite the south-east corner of the Holderness New Inn public-house, on the north side of that street, and will thence gradually approach until, in a distance of half a chain, it reaches the centre of that street, and thence to its termination will be laid along the centre of Witham and Holderness Road respectively.

No. 1A: A Tramway No. 1A, situate wholly in Beverley Road and in the parish of Sculcoates, commencing at a point eight feet from and west of the point of commencement of Tramway No. 1, and terminating by a junction with Tramway No. 1 at a point two chains from its commencement.

The centre line of the proposed Tramway No. 1A throughout its entire length will be four feet from and west of the imaginary centre line of Beverley Road, except for a length of one chain from its termination, in which length it will gradually approach until it reaches the centre of Beverley Road.

No. 1B. A Tramway or passing place No. 1B, situate wholly in Beverley Road, in the parish of Sculcoates aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1, the point of commencement being opposite the boundary wall on the north side of the Sculcoates Union Workhouse, and the point of termination being opposite the central entrance gate from Beverley Road to the said Sculcoates Union Workhouse.

The centre line of the proposed Tramway No. 1B will be eight feet from and east of the imaginary centre line of Beverley Road, except that for a length of three fourths of a chain at the commencement and for a like length at the termination of the tramway, the centre line of the tramway will gradually approach until, at the commencement and termination respectively of the tramway, it reaches the centre of the road.

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No. 1c. A Tramway No. 1c, commencing in Beverley Road, in the parish of Sculcoates aforesaid, by a junction with Tramway No. 1, at a point in that road opposite the centre of Marlboro' Terrace, and passing thence in a southerly direction into and along Prospect Street, Albion Street, Bond Street, George Street, Charlotte Street, North Street, Bridge Street, North Bridge, and Witham, and terminating by a junction with Tramway No. 1 in the last-mentioned street, at a point opposite the south-east corner of the Holderness New Inn public-house, on the north side of the street in the parish of Sutton, which said tramway will pass through, into, or along the parish of Sculcoates, the united parishes of Holy Trinity and Saint Mary, the parishes of Sutton and Drypool, and the township of Southcoates in the parish of Drypool.

The centre line of the proposed Tramway No. 1c will be, throughout its entire length, at a distance of four feet from and on the south-west side of the imaginary centre line of the streets through which it is intended to pass, except that for a length of half a chain at the commencement, and for a like length at the termination of the tramway, the centre line will gradually approach until, at the commencement and termination respectively of the tramway, it reaches the centre of the street.

No. 1d. A Tramway or passing place No. 1d, situate wholly in Witham, in the parish of Sutton, commencing and terminating by junctions with Tramway No. 1, the point of commencement being opposite the south-east corner of Kingston Terrace, and the point of termination being fifty feet south-west of the south-west corner of Dansom Lane, at its junction with Holderness Road.

The centre line of the proposed Tramway No. 1d will be eight feet from and on the south side of the imaginary centre line of Witham, except that for a length of three-quarters of a chain at the commencement, and for a like length at the termination of the tramway, its centre line will gradually approach until, at the commencement and termination respectively of the tramway, it reaches the centre of Witham.

No. 1e. A Tramway or passing place No. 1e, situate wholly in Holderness Road, and in the township of Southcoates and parish of Drypool, commencing and terminating by junctions with Tramway No. 1, the point of commencement being opposite the centre of Garbutt Street, at its junction with Holderness Road, and terminating at a point three chains to the east of the centre of Garbutt Street, at its junction with Holderness Road.

The centre line of the proposed Tramway No. 1e will be eight feet from and on the south side of the imaginary centre line of Holderness Road, except that for the length of three-quarters of a chain at the commencement, and for a like length at the termination of the tramway, the centre line of the tramway will gradually approach until, at its commencement and termination, it reaches the centre of the said road.

No. 1f. A Tramway No. 1f, situate wholly in the Holderness Road, in the parish of Drypool and township of Southcoates in the said parish, commencing by a junction with Tramway No. 1, at a point two chains

from its termination, and terminating at a point in that road twenty-seven feet or thereabouts from and north of the north-east corner of the Crown Inn or beerhouse.

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The centre line of the proposed Tramway No. 1F will be eight feet from and on the south side of the imaginary centre line of Holderness Road, except that for a length of three-quarters of a chain at the commencement of the tramway, the centre line of the tramway will gradually approach until, at its commencement, it reaches the centre of the said road.

No. 2. A Tramway No. 2, situate in Spring Bank, in the parish of Sculcoates, and the united parishes of Holy Trinity and Saint Mary, or one of them, commencing in Spring Bank, opposite the centre of Derringham Street, at its junction with Spring Bank, in the parish of Sculcoates, passing thence in a south-easterly direction along the Spring Bank into and along Prospect Street, and terminating in that street by a junction with Tramway No. 1, at a point eighty feet, or thereabouts, east of the centre of Pearson Street, at its junction with Prospect Street in the parish of Sculcoates.

The centre line of the proposed Tramway No. 2 will, at its commencement, be seven feet from and on the north side of the imaginary centre line of Spring Bank, and will continue at that distance from and on the same side of the said imaginary centre line to a point in Spring Bank opposite the centre of Vane Street, and thence will gradually approach until, in a distance of three-quarters of a chain, it reaches the imaginary centre line of Spring Bank, and thence to its termination will be laid along the centre of Spring Bank to the junction of that street with Prospect Street, and thence to its termination four feet from and on the east side of the imaginary centre line of Prospect Street.

No. 2A. A short junction Tramway No. 2A, situate in the parish of Sculcoates and the united parishes of Holy Trinity and Saint Mary, or one of them, commencing by a junction with Tramway No. 2, at a point opposite the centre of Pearson Street, and passing thence along Spring Bank into and along Prospect Street, and terminating by a junction with Tramway No. 1C, at a point in that street forty feet, or thereabouts, from and south-west of the centre of Marlboro' Terrace, at its junction with Prospect Street.

The centre line of the proposed Tramway No. 2A will be at its commencement in the centre of Spring Bank, passing thence in a curved line to its termination, which will be four feet from and south-west of the imaginary centre line of Prospect Street.

No. 3. A Tramway No. 3, situate in the united parishes of Holy Trinity and Saint Mary, commencing at a point in Anlaby Road, opposite the north-west corner of the boundary wall of the church of Saint Matthew, and passing thence in an easterly direction along Anlaby Road, thence into and along Midland Street, Osborne Street, Waterhouse Lane, Saint John's Street, and Junction Street, and terminating in the last-mentioned street at a point thirty-seven feet from and east of the north-east corner of Wilberforce Monument, in the said parish, which said

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tramway will pass through, into, or along the said united parishes of Holy Trinity and Saint Mary.

The centre line of the proposed Tramway No. 3 will be throughout its entire length four feet from and on the left-hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the streets through which it is intended to be laid.

No. 3A. A Tramway No. 3A, commencing at a point in Anlaby Road, opposite the north-west corner of the boundary wall of the church of Saint Matthew, in the united parishes of Holy Trinity and Saint Mary, and passing thence in an easterly direction along Anlaby Road, thence into and along Midland Street, Osborne Street, Waterhouse Lane, Saint John's Street, and Junction Street, and terminating in the last-mentioned street at a point thirty feet from and east of the north-east corner of Wilberforce Monument, in the said united parishes of Holy Trinity and Saint Mary, which said tramway will pass through, into, or along the said united parishes of Holy Trinity and Saint Mary.

The centre line of the proposed Tramway No. 3A will be, throughout its entire length, four feet from and on the right-hand side (proceeding from the commencement to the termination of the tramway) of the imaginary centre line of the streets through which it is intended to be laid.

No. 3B. A short junction Tramway No. 3B, wholly situate in Anlaby Road and in the united parishes of the Holy Trinity and Saint Mary, commencing by a junction with Tramway No. 3A, at a point opposite the north-east corner of the boundary wall of the church of Saint Matthew, and terminating by a junction with Tramway No. 3, at a point eighty feet from the north-east corner of the boundary wall of the church of Saint Matthew.

The centre line of the proposed Tramway No. 3B will be at its commencement four feet from and on the south side of the imaginary centre line of Anlaby Road, and will thence gradually approach until, in the length of half a chain, it reaches the said imaginary centre line, and will thence gradually diverge until at its termination it reaches four feet from and north of the said imaginary centre line.

No. 3C. A short junction Tramway No. 3C, situate wholly in Saint John Street, in the united parishes of Holy Trinity and Saint Mary and Sculcoates, or one of them, commencing by a junction with Tramway No. 3, at a point sixty feet from and west of the north-west corner of Wilberforce Monument, passing thence along Saint John Street, and terminating by a junction with Tramway No. 3A, at a point forty-five feet from and west of the north-east corner of the Hull Dispensary.

The centre line of the proposed Tramway No. 3C will be at its commencement four feet from and on the north side of the imaginary centre line of Saint John Street, and will thence gradually approach, until, in a length of half a chain, it reaches the said imaginary centre line, and will thence gradually diverge until at its termination it reaches four feet from and south of the said imaginary centre line.

No. 4. A Tramway No. 4, situate wholly in the united parishes of Holy Trinity and Saint Mary's, commencing at a point in Hessle Road, sixty feet east of the south-east corner of the Toll-bar House of the Hessle Turnpike Trust, and passing thence in an easterly direction along Hessle Road, into and along Porter Street and Osborne Street, and terminating in the last-mentioned street by a junction with Tramway No. 3, at a point fifty feet or thereabouts east of the junction of the centres of Osborne Street, Saint Luke's Street, and Porter Street.

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The centre line of the proposed Tramway No. 4 will be laid throughout along the centres of the streets and roads through which it is intended to pass, except that in a length of half a chain at the termination of the tramway its centre line will gradually diverge until at the termination of the tramway its centre line will be four feet from and on the north side of the imaginary centre line of Osborne Street.

No. 4A. A Tramway No. 4A, situate wholly in Hessle Road, in the united parishes of Holy Trinity and Saint Mary, commencing at a point eight feet from and south of the point of commencement of Tramway No. 4, passing thence in an easterly direction along Hessle Road, and terminating in that road by a junction with Tramway No. 4, at a point three chains or thereabouts east of the south-east corner of the Toll-bar House of the Hessle Turnpike Trust.

The centre line of the proposed Tramway No. 4A will be at a distance of eight feet from and on the south side of the imaginary centre line of Hessle Road, except for a length of three-quarters of a chain from its termination, in which length the centre line of the tramway will gradually approach, until at its termination it reaches the centre of Hessle Road.

No. 4B. A Tramway or passing place No. 4B, situate wholly in the united parishes of Holy Trinity and Saint Mary, commencing and terminating by junctions with Tramway No. 4, the point of commencement being in Hessle Road, three-quarters of a chain west of the east end of Hessle Road, and the point of termination being in Porter Street, three-quarters of a chain east of the west end of Porter Street.

The centre line of the proposed Tramway No. 4B will be eight feet from and on the south side of the imaginary centre line of the streets through which it is intended to pass, except that for a length of three-quarters of a chain at the commencement, and for a like length at the termination of the tramway, the centre line of the tramway will gradually approach, until at its commencement and termination respectively the centre line reaches the centre of the said streets.

No. 5. A Tramway No. 5, situate wholly in the united parishes of Holy Trinity and Saint Mary, commencing in Nelson Street, at the west end of that street, opposite the centre of Pier Street, and passing thence along Nelson Street, Queen Street, Market Place, Silver Street, Whitefriar Gate, the roadway over Whitefriar Gate Bridge, and Junction Street, and terminating in the last-mentioned street at a point thirty feet from and north-east of the north-east corner of Wilberforce Monument.

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The centre line of the proposed Tramway No. 5 will at its commencement be four feet from and on the north side of the imaginary centre line of Nelson Street, and the same distance west of the imaginary centre line of Queen Street, and will thence run in a curved line into and along Market Place, being, where it passes the statue of King William, five feet from and east of the centre of the roadway on the west side of that monument, and thence to a point opposite the centre of South Church Side, where it will be laid four feet from and on the west side of the imaginary centre line of Market Place, and thence to its termination will be laid at the same distance from and on the same side of the streets and roads through which it is intended to pass.

No. 5A. A Tramway No. 5A, situate in the united parishes of Holy Trinity and Saint Mary, commencing in Nelson Street, at the west end of that street, opposite the centre of Pier Street, and passing thence along Nelson Street, Queen Street, Market Place, Silver Street, Whitefriar Gate, the roadway over Whitefriar Gate Bridge, and Junction Street, and terminating in the last-mentioned street, at a point thirty-seven feet from and north-east of the north-east corner of Wilberforce Monument.

The centre line of the proposed Tramway No. 5A will at its commencement be four feet from and on the south side of the imaginary centre line of Nelson Street, and the same distance from and east of the imaginary centre line of Queen Street, and will thence run in a curved line into and along Market Place, being, where it passes the statue of King William, seven feet from and west of the centre of the roadway on the east side of that monument, and thence to a point opposite the centre of South Church Side, where it will be laid four feet from and on the east side of the imaginary centre line of Market Place, thence to its termination will be laid at the same distance from and on the north side of the imaginary centre lines of the streets and roads through which it is intended to pass.

No. 5B. A short junction Tramway No. 5B, wholly situate in Nelson Street, in the united parishes of Holy Trinity and Saint Mary, commencing by a junction with Tramway No. 5A, at a point half a chain from the commencement of the said tramway, and terminating by a junction with Tramway No. 5, at a point one chain and a half from the commencement of the said tramway.

The centre line of the proposed Tramway No. 5B will be at its commencement four feet from and on the south side of the imaginary centre line of Nelson Street, and will thence gradually approach until in the length of half a chain it intersects the said imaginary centre line, from which it will gradually diverge until at its termination it is four feet from and on the north side of the said imaginary centre line.

No. 6. A Tramway No. 6, situate in the united parishes of Holy Trinity and Saint Mary, and the parish of Sculcoates, or one of them, commencing in Junction Street, at a point thirty feet from and east of the north-east corner of Wilberforce Monument, and passing thence along Junction Street, Savile Street, and George Street, and terminating in

the parish of Sculcoates, and in the last-mentioned street by a junction with Tramway No. 1, at a point 50 feet from and east of the west end of George Street.

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The centre line of the proposed Tramway No. 6 will at its commencement be four feet from and south of the imaginary centre line of Junction Street, and thence will be four feet from and west of the imaginary centre line of Savile Street, and at the same distance from and on the north side of the imaginary centre line of George Street to its termination in that street.

No. 6A. A Tramway No. 6A, situate in the united parishes of Holy Trinity and Saint Mary, and in the parish of Sculcoates, or one of them, commencing in Junction Street, at a point thirty-seven feet from and east of the north-east corner of Wilberforce Monument, and passing thence along Junction Street, Savile Street, and George Street, terminating in the last-mentioned street by a junction with Tramway No. 1c, at a point fifty feet from and east of the west end of George Street.

The centre line of the proposed Tramway No. 6A will be at its commencement four feet from and east of the imaginary centre line of Junction Street and Savile Street, and at the same distance from and on the south side of the imaginary centre line of George Street, in the parish of Sculcoates, to its termination in that street.

No. 6B. A short junction Tramway No. 6B, situate wholly in the parish of Sculcoates, commencing by a junction with Tramway No. 6, at a point in Savile Street fifty feet south-east of the north-west corner of Savile Street, and passing thence into and along Bond Street, and terminating by a junction with No. 1c, at a point in that street twenty feet north-west of the south-east corner of Bond Street.

The centre line of the proposed Tramway No. 6B will be four feet from and on the west and south-west side of the imaginary centre lines of Savile Street and Bond Street respectively.

No. 6C. A short junction Tramway, No. 6C, situate wholly in the parish of Sculcoates, commencing by a junction with Tramway No. 6A, at a point in Savile Street, eight feet from and east of the point of the commencement of Tramway No. 6B, passing thence into and along Bond Street, and terminating by a junction with Tramway No. 1, at a point in that street eight feet from and north of the point of termination of Tramway No. 6B.

The centre line of the proposed Tramway No. 6C will be four feet from and on the east and north-east side of the imaginary centre lines of Savile Street and Bond Street respectively.

No. 7. A short junction Tramway, No. 7, situate wholly in the united parishes of Holy Trinity and Saint Mary, commencing by a junction with Tramway No. 3 at a point in St. John Street forty feet from and north-west of the north-west corner of Wilberforce Monument, passing thence into and along Junction Street, and terminating by a junction with Tramway No. 6 at a point twenty feet from and north-east of the corner of Junction Street and Saint John Street.

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The centre line of the proposed Tramway No. 7 will be at its commencement four feet from and north of the imaginary centre line of Saint John Street, and the same distance from and on the west side of the imaginary centre line of Junction Street to the termination of the said tramway.

No. 7A. A short junction Tramway, No. 7A, situate wholly in the united parishes of Holy Trinity and Saint Mary, commencing by a junction with Tramway No. 3A, at a point in Saint John Street thirty-eight feet from and north-west of the north-west corner of Wilberforce Monument, passing thence into and along Junction Street, and terminating by a junction with Tramway No. 6A, at a point twenty-eight feet from and north-east of the corner of Junction Street and Saint John Street.

The centre line of the proposed Tramway No. 7A will be at its commencement four feet from and south of the imaginary centre line of Saint John Street, and the same distance from and on the east side of the imaginary centre line of Junction Street to the termination of the said tramway.

The tramways herein-before described will pass, or be made in, through, or into the united parishes of Holy Trinity and Saint Mary, and the parishes of Sculcoates, Sutton, and Drypool, and the township of Southcoates, in the parish of Drypool, in the borough, town, and county of the town of Kingston-upon-Hull.

Only a single line of tramways to be laid in Silver Street and Whitefriar Gate and across Whitefriar Gate Bridge.

7. The Promoters shall not construct, in accordance with the deposited plans and sections, so much of the Tramways No. 5 and 5A as pass through and along Silver Street and Whitefriar Gate and across Whitefriar Gate Bridge, but they may and are hereby required to construct a single line of tramway only through and along such streets and across the said bridge, and for such purpose may deviate from the lines and levels shown upon the deposited plans to such extent as may be necessary, and may construct and lay down in connexion with such single line of tramway all such connecting and junction lines, sidings, and passing places as may be deemed necessary.

Tramways to be kept on level with surface of roads.

8. If any road authority hereafter alter the level of any road along or across which any of the tramways are laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Maintenance and repair of roads, &c.

9. Each of the tramways shall be made, renewed, and maintained and kept in good repair by the Promoters to the entire satisfaction of the road authority to the extent defined by section 28 of the Tramways Act, 1870, and the materials to be used for this purpose shall not in any case be removable without the consent of the road authority.

Additional crossings, passing places, &c. may be made where necessary.

10. The Promoters may, subject to the provisions of this Order, and with the consent of the road authority, from time to time hereafter, make all such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in and authorised by this Order as may from time to time be necessary or convenient for the efficient working of the tramways, or any of them, or for providing access to any stables or carriage

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sheds or works of the Promoters: Provided that in the construction of any such works, except in Whitefriar Gate, Silver Street, and across Whitefriar Gate Bridge, no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand addressed to the Promoters, express their objection thereto: Provided that if after any crossing, passing place, siding, junction, or other works shall have been made, the same crossing, passing place, siding, junction, or other works, or any of them, or any part thereof, shall be found to be objectionable to the road authority, then and in every such case the road authority may, by notice to the Promoters, require them to remove the same, and if the road authority so think fit, to remake or relay the same in some other position, to be specified in the notice, and the Promoters shall comply with every such requirement: Provided further, that any crossing, passing place, siding, junction, or other works, when once made with the consent of the road authority, shall not be removed except by and at the expense of the road authority.

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11. In the construction of the Tramway No. 1 across the rails of Victoria Dock Branch of the North-eastern Railway Company, now laid upon the level of the roads known or called Beverley Road and Holderness Road respectively, the same shall be constructed and maintained in accordance with a plan to be agreed upon by the engineers for the time being of the said Company and of the Promoters, and under the superintendence and to the reasonable satisfaction of the engineer for the time being of the said Company, at the cost of the Promoters, unless, after seven days' notice given by the Promoters of their intention to commence such works, such superintendence is refused or withheld, and the said tramways at the said level crossings shall be maintained and kept in constant and efficient repair to the reasonable satisfaction of the said Railway Company's engineer for the time being.

As to crossing the North-eastern Railway on the level.

12. The Promoters shall not stop on or otherwise interfere with or obstruct the traffic of the North-eastern Railway Company on the level crossings of the railways of the said Company over the Beverley Road and Holderness Road respectively, and the traffic of the said Company shall at all times have precedence of the traffic of the Promoters, who shall be subject to such rules, byelaws, and regulations relating thereto as shall be agreed upon between the Promoters and the said Railway Company.

Not to interfere with traffic of North-eastern Railway Company at level crossing.

13. If by reason of the execution of any of the works or any proceedings of the Promoters, or the failure of any such works, or any act or omission of the Promoters or of their servants, the said railways, or any of the works of the said Company, shall be injured or damaged, such injury or damage shall be forthwith made good by the Promoters at their own expense, or in the event of their failing so to do, then the said company may make good the same, and recover the expense thereof, with full costs against the Promoters, in any court of competent jurisdiction.

For protection of North-eastern Railway Company from injury by tramways.

14. In the event of any difference between the Railway Company or their engineer and the Promoters, the same shall be settled by a referee to be appointed by the Board of Trade in the manner provided by section 33 of "The Tramways Act, 1870."

Differences to be settled by arbitration.

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Construction
and propelling
of carriages,
&c.

As to crossing
North Bridge
and Whitefriar
Gate Bridge.

15. Every carriage used upon the tramways shall be constructed with sufficient break power, and shall be used singly and not in connexion with or attached to any other carriage, and shall be propelled by horse-power only.

16. In the construction and use of the tramways over the North Bridge belonging to the Corporation and the Whitefriar Gate Bridge belonging to the said Dock Company, the Promoters shall be bound by the following conditions:—

1. The Promoters shall have no ownership or other interest in the said bridges other than an easement of laying and maintaining the tramways.
2. The laying down of the tramways, and all alterations or repairs thereof, shall be done under the superintendence and to the reasonable satisfaction of the surveyor to the Corporation, or the engineer to the said Dock Company, as the case may require, and at the cost of the Promoters, unless, after seven days notice given by the Promoters of their intention to commence such works, such superintendence is refused or withheld.
3. The Corporation as to North Bridge, and the said Dock Company as to the Whitefriar Gate Bridge, shall be at liberty to stop the traffic and the passing of the Promoters carriages over such bridges, at such times as shall be necessary for the opening and passage of vessels through the said bridges, and for all repairs thereto, or to the approaches or machinery thereof.
4. That the passing of vessels through the said bridges shall at all times have precedence of the traffic of the Promoters.
5. That in the event of any difference between the Corporation or the said Dock Company and the Promoters the same shall be settled by a referee to be appointed by the Board of Trade in the manner prescribed by the thirty-third section of "The Tramways Act, 1870."
6. That the Promoters shall be subject to such bye-laws, rules, and regulations made by the Corporation as may from time to time be in force for the regulation of the traffic and passing of carriages over any of the bridges in the borough of Kingston-upon-Hull over or across which the tramways of the Promoters may be laid.

Application
of road mate-
rials excavated
in construction
of Promoters
works.

17. Any paving or metalling, or material approved by the road authority of any district or their engineer, and any material excavated by the Promoters in the construction of their works from any road, may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to such yard or depôt of the road authority as the road authority or their engineer shall appoint. Any difference between the Promoters and any road authority, or surveyor, or other person with reference to any of the matters aforesaid, shall be determined in manner provided by "The Tramways Act, 1870," with respect to differences between the Promoters and any road authority.

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority, or company, may be delivered by being left at the principal office of that authority, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary at their principal office, and every such letter shall be deemed to be received by the authority, body, or company, or by the Promoters (as the case may be), on the day on which the same ought to be delivered at their principal office in the ordinary course of post.

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35. Except as is by this Order otherwise expressly provided, nothing in this Order contained shall take away, lessen, prejudice, or alter any of the estates, rights, interests, powers, or authorities of or belonging to the corporation, but the corporation shall have, use, exercise, and enjoy the same as fully, freely, and effectually in all respects as they could or might have done if this Order had not been made and confirmed.

Saving rights of the mayor, aldermen, and burgesses of the borough of Kingston-upon-Hull.

36. Except as is by this Order otherwise expressly provided, nothing in this Order contained shall take away, lessen, prejudice, or alter any of the estates, rights, interests, powers, or authorities of the Dock Company at Kingston-upon-Hull.

Saving rights of Dock Company at Kingston-upon-Hull.

37. Except as is by this Order otherwise expressly provided, nothing in this Order contained shall take away, lessen, prejudice, or alter any of the rights, interests, powers, or authorities of the North-eastern Railway Company.

Saving rights of North-eastern Railway Company.

38. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force, or which may hereafter pass during this or any future session of Parliament.

Provision for general Acts.

THE SCHEDULE.

Rates for the Conveyance of Parcels, &c.

Small Parcels.

- For any parcel not exceeding seven pounds in weight, threepence ;
 - For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight, fivepence ;
 - For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight, sevenpence ;
 - For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence.
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Leamington and Warwick.

LEAMINGTON AND WARWICK TRAMWAYS.

Order authorising the construction of Tramways in Leamington and Milverton and Warwick, in the county of Warwick.

Short title. 1. This Order may be cited as "The Leamington and Warwick Tramways Order, 1872."

Incorporation of Acts. 2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and "The Tramways Act, 1870," are hereby incorporated with this Order, except so far as any provisions of the said Acts are expressly varied by this Order.

Interpretation. 3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

The Promoters.

Promoters. 4. Julian Horn Tolmé and James Taylor, their heirs or assigns, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement. 5. The Promoters may, by agreement, from time to time, purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole five acres.

Construction of Tramways.

Construction of tramways. 6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

The tramways authorised by this Order are:—

(No. 1.) A Tramway, No. 1, situate in the parishes of St. Mary and St. Nicholas, Warwick, or one of them, in the borough and county of Warwick, to commence in Jury Street there at a point where it is joined by Church Street; thence to proceed along Church Street, New Street, the Corn Market, and to terminate at a point in the Corn Market opposite the principal entrance of the Wool Pack Hotel in the borough of Warwick.

The centre line of Tramway No. 1 is from the commencement thereof as aforesaid to be at such a gradually increasing distance from the imaginary centre line of the street (the nearest rail never being nearer to the footpath kerb than three feet) that the centre line of Tramway No. 1 will, at a distance of one chain from the intersection of Jury Street and Church Street, attain the centre line of Church Street, and thence for five chains the centre line of Tramway No. 1 is to coincide with the imaginary centre line of Church Street; thence for a length of two chains the centre line of Tramway No. 1 is to be at an increasing distance from the imaginary centre line of the street until it attains the distance of four and a half feet from [such imaginary centre line, thence to the termination of Tramway No. 1, the centre line thereof is to continue at a distance of four and a half feet from] the imaginary centre line of the street and on the left hand side thereof.

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(No. 2.) A Tramway, No. 2, situate in the parishes of St. Mary and St. Nicholas, Warwick, or one of them, to commence in Corn Market, in the borough and county of Warwick, at a point where the Corn Market is joined by Brook Street by a junction with Tramway No. 1, [thence to proceed along Brook Street, High Street, and Jury Street, in the said borough, and to terminate by a junction with Tramway No. 1,] at the commencement thereof as herein-before described.

The centre line of Tramway No. 2 is, from its commencement until it reaches the junction of Brook Street with High Street, to be at a distance of four and a half feet from the imaginary centre line of the street, and at the right-hand side thereof; thence the centre line of Tramway No. 2 is to approach and join the imaginary centre line of the street; and thence to the termination thereof the centre line of Tramway No. 2 is to coincide with the imaginary centre line of the street.

(No. 3.) A Tramway, No. 3, to commence in Jury Street in the parish of St. Mary, Warwick, and in the borough and county of Warwick, by a junction with Tramway No. 2 at the termination thereof; thence to proceed along Jury Street, Smith Street Chapel, otherwise Eastgate, Smith Street, St. John's, Coten End, Emscote Road, Warwick New Road, Warwick Place, Bertie Road, Warwick Street, and to terminate at a point in Warwick Street aforesaid where it joins the Upper Parade, in the parish of Leamington Priors, in the county of Warwick.

The centre line of Tramway No. 3 is, from the commencement thereof to the eastern side of Eastgate, to coincide with the imaginary centre line of the street; thence the centre line of Tramway No. 3 will diverge to the left from the imaginary centre line of the street until it attains a distance of four and a half feet therefrom; and thence to the junction of Smith Street with St. John's the centre line of Tramway No. 3 is to be at the left-hand side of the imaginary centre line of the street, and at a distance of four and a half feet therefrom; thence the centre line of Tramway No. 3 is to approach and join the imaginary centre line of the street; and thence to a point one chain on the western

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side of Emscote Bridge the centre line of Tramway No. 3 is to coincide with the imaginary centre line of the street; thence for a distance of one chain the centre line of Tramway No. 3 is to be at such gradually increasing distance from the imaginary centre line of the street as that in the length of one chain aforesaid it will attain a distance of four and a half feet from the imaginary centre line of the street, and on the left-hand side thereof; thence to the eastern end of Emscote Bridge the centre line of Tramway No. 3 is to be at a distance of four and a half feet from the imaginary centre line of the street, and on the left-hand side thereof; thence for a length of one chain the centre line of the intended Tramway No. 3 is to be laid at such gradually decreasing distance from the imaginary centre line of the street as that in the length of one chain aforesaid the centre line of the tramway will join the imaginary centre line of the street; thence to the termination thereof the centre line of Tramway No. 3 will coincide with the imaginary centre line of the street.

(No. 5.) A Tramway, No. 5, to commence in St. Mary, Warwick, and borough and county of Warwick, by a junction with Tramway No. 3 at a point one chain west from the western end of the Emscote Bridge, and to proceed across the said bridge, and to terminate in the Warwick New Road in the county of Warwick by a junction with Tramway No. 3 at a point one chain east from the eastern end of the Emscote Bridge, in the parish of Milverton, and county of Warwick.

The centre line of Tramway No. 5 is at its commencement to be in the centre of the street; thence for a length of one chain gradually to increase its distance from the imaginary centre line of the street until at the end of such length of one chain it attains a distance of four and a half feet from such imaginary centre line, and on the right-hand side thereof, and is to continue at a distance of four and a half feet from and on the right hand of the imaginary centre line of the street to the eastern end of Emscote Bridge; thence the centre line of Tramway No. 5 is gradually to approach the imaginary centre line of the street until it reaches it at the termination of Tramway No. 5.

(No. 6.) A Tramway, No. 6, situate wholly in the parish of Milverton, in the county of Warwick, commencing where Warwick New Road joins Bertie Road, by a junction with Tramway No. 3, and terminating by a junction with Tramway No. 3 in Warwick New Road, at a point six chains or thereabouts in a western direction from the junction of Warwick New Road and Bertie Road.

The centre line of Tramway No. 6 is to commence in the centre of the street, and thence for a length of two chains gradually to diverge from the imaginary centre line of the street until in the aforesaid length of two chains it attains a distance of nine feet from and on the right-hand side of the imaginary centre line; thence the centre line of Tramway No. 6 is to continue for two chains at a distance of nine feet from the imaginary centre line of the street; thence to its termination

the centre line of Tramway No. 6 is gradually to approach the imaginary centre line of the street until it reaches it at the termination of Tramway No. 6.

(No. 7.) A Tramway, No. 7, situate wholly in the parish of Leamington Priors and county of Warwick, commencing in Warwick Street at a point seven chains distant or thereabouts in a westerly direction from the intersection of Warwick Street with Upper Parade, by a junction with Tramway No. 3, and terminating one chain or thereabouts from the intersection of Warwick Street with Upper Parade by a junction with Tramway No. 3.

The centre line of Tramway No. 7 is to commence in the centre of the street, and thence for a length of two chains gradually to diverge from the imaginary centre line of the street until in the aforesaid length of two chains it attains a distance of nine feet from and on the right-hand side of the imaginary centre line of the street; thence to continue for two chains at a distance of nine feet from the imaginary centre line of the street; thence to its termination the centre line of Tramway No. 7 is gradually to approach the imaginary centre line of the street until it reaches it at the termination of Tramway No. 7.

(No. 8.) A Tramway, No. 8, situate wholly in the parish of Leamington Priors, in the county of Warwick, commencing in Warwick Street by a junction with Tramway No. 3 at the termination thereof, as hereinbefore described; thence to proceed along Upper Parade, Lower Parade, and Victoria Terrace, and to terminate in Victoria Terrace at a point where it is intersected by Spencer Street.

The centre line of the Tramway No. 8 will throughout its entire length coincide with the imaginary centre line of the street.

(No. 9.) A Tramway, No. 9, situate wholly in the parish of Leamington Priors, in the county of Warwick, commencing by a junction with Tramway No. 8 at a point in Victoria Terrace seven chains or thereabouts in a northern direction from the intersection of Spencer Street with Victoria Terrace, and terminating by a junction with Tramway No. 8 at a point one chain or thereabouts from the said intersection of Victoria Terrace and Spencer Street.

The centre line of Tramway No. 9 is to commence in the centre of the street; thence for a length of two chains to diverge from the imaginary centre line of the street until at the end of the two chains length it attains a distance of nine feet from and on the right-hand side of the imaginary centre line of the street; thence to continue for two chains at a distance of nine feet from the imaginary centre line of the street; thence to the termination thereof the centre line of Tramway No. 9 is to approach the imaginary centre line until it reaches it at the termination of Tramway No. 9.

All of the tramways are to be made or are to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following;

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that is to say, St. Nicholas, Warwick, St. Mary, Warwick, Milverton, and Leamington Priors, all in the county of Warwick.

The Promoters shall construct a single line of tramway only over the Emscote Bridge, and shall also previously thereto, at their own costs and charges, construct an iron footway, six feet wide, for foot passengers on each side of the said bridge, in accordance with a plan submitted by the Promoters to and approved by the Court of Quarter Sessions for the county of Warwick, and under the superintendence and to the satisfaction of the bridgemaster for the county of Warwick for the time being; and in case any damage or injury shall be occasioned to the said bridge by the works of the Promoters, either in constructing the said line of tramway or the said iron footway, the Promoters shall, at their own costs and charges, repair and make good such damage or injury, under the superintendence and to the satisfaction of the said bridgemaster, whose reasonable charges for all such superintendences shall be paid by the Promoters.

Tramways Nos. 8 and 9 shall, subject to the provisions of this Order, be constructed at such time and in such manner as the Local Board of Health for Leamington Priors shall, by writing under their common seal, direct; and the Promoters shall not construct Tramways Nos. 8 and 9 unless and until the said Local Board of Health shall have given such direction.

Gauge.

7. The gauge of each of the tramways shall be three feet six inches. The centre line of the tramways as above described means an imaginary line lying between and parallel to the two outside rails, and equidistant from each. The imaginary centre line of the street as above described means an imaginary line drawn along the carriageway of the said streets or roads respectively along which the tramways hereby authorised pass equidistant from the kerbs or other lateral boundaries of such carriageway.

Power to make
additional
crossing-places,
&c.

8. The Promoters may, subject to the provisions of this Order, with the consent of the road authority, from time to time make, maintain, alter, and remove such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this Order or on the deposited plans, as they find necessary or convenient for the efficient working of the tramways, or for providing access to any warehouses, stables, or carriage-houses or works connected with the undertaking. Provided, that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the foot-path on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Temporary
tramways may
be made when
necessary.

9. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and, with the like consent, subject

to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

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If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of differences in the said section mentioned.

10. If any road authority hereafter alter the level of any road along or across which any part of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Tramways to be kept on level with surface of roads.

11. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance, for six months after the completion of any of the tramways within the district of such road authority, of so much of the roadway on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority or to such person or persons as he may appoint to receive the same: Provided that if, within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by the Tramways Act, 1870, with respect to differences between the Promoters and any road authority.

Application of road materials excavated in construction of Promoters works.

Traffic upon Tramways.

12. The tramways may be used for the purpose of conveying passengers, animals, goods, materials, and parcels.

Traffic.

Tolls.

13. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls for the use of the tramways and the carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile); but the Promoters may charge for any less

Tolls.

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*Leamington
and Warwick.*

distance than three miles any sum not exceeding threepence: Provided always, that if at any time after three years from the opening for public traffic of any portion of the tramways it is represented in writing to the Board of Trade by the local authority of any district in which such portion is wholly or partially situate, or by twenty inhabitant ratepayers of any such district, that the Promoters are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable; the Board of Trade may (if they think fit) direct an inquiry by a referee, to be appointed by the said Board in accordance with the provisions of the Tramways Act, 1870; and if such referee report that the truth of the representation has been proved to his satisfaction, the said Board may make an order in writing limiting the amount of the rates and fares to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to twopence, and the Promoters shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time, after making such order, revoke or modify the same for good cause shown to them.

Passengers
luggage.

14. Every passenger travelling upon any of the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares
for labouring
classes.

15. The Promoters, at all times after the opening of the tramways or any part or parts thereof for public traffic, shall and they are hereby required to run carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient for artisans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the Promoters, nevertheless, not being required to take any fares less than one penny): Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Tolls for
animals and
goods.

16. The Promoters may demand and take in respect of any animals, goods, minerals, articles, or things conveyed by them on the tramways, except as is by this Order specially provided, including the tolls for the use of the tramways, and for waggons, trucks, and motive power, and every other expense incidental to the conveyance, any tolls or charges not exceeding the rates specified in the schedule to this Order annexed.

Promoters not
to be bound to
carry goods.

17. The Promoters shall not be bound to carry, unless they think fit, any parcels, goods, articles, or things, other than passengers luggage not exceeding twenty-eight pounds in weight.

Payment of
tolls.

18. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters may by notice to be annexed to the list of tolls appoint.

A.D. 1872.

Miscellaneous.

*Leamington
and Warwick.*
Form and deli-
very of notices.

19. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (namely,)

- (1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by the local authority or any road authority shall be signed by their clerk or secretary.
- (2.) Any notice to be delivered by or to the Promoters to or by any local authority, or any road authority or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter addressed to their respective clerk or secretary at their principal office.

20. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

Provision as to
general Acts.

THE SCHEDULE.

Rates for the Conveyance of Animals, Goods, &c.

Animals.

For every horse, mule, or other beast of draught or burden, one shilling per head:

For every ox, cow, bull, or head of cattle, eightpence per head:

For calves, pigs, sheep, and small animals, sixpence per head.

Goods.

For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost and all sorts of manure, and all undressed materials for the repair of public roads or highways, tenpence per ton:

For all iron, ironstone, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving, tiles, slates, and clay (except fire-clay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, tenpence per ton:

For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, one shilling per ton:

For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, one shilling and threepence per ton:

For every carriage, of whatever description, two shillings.

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Small Packages.

For any parcel not exceeding seven pounds in weight, twopence :

For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight, threepence :

For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight, sixpence :

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, eightpence :

For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight, such sums as the Promoters may 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 :

For the carriage of single parcels of great weight :—

For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, such sum as the Promoters may think fit, not exceeding two shillings per ton :

For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, shall exceed eight tons, such sum as the Promoters may think fit.

Regulations as to Tolls.

For the fraction of a ton the Promoters may demand tolls according to the number of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton :

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight :

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity

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NORWICH AND TAVERHAM TRAMWAY.

Norwich and Taverham.

Order authorising the Construction of a Tramway from the Thorpe Station of the Great Eastern Railway, in the City of Norwich, to the Paper Mills at Taverham, with Branches, in the County of Norfolk.

1. This Order may be cited as "The East Norfolk Tramway Order, 1872." Short title.
 2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking,) and "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order. Incorporation of Acts.
 3. The several words and expressions to which, by the Acts in whole or in part incorporated with this Order, meanings are assigned, have in this Order the same respective meanings: Provided that the expression the "Tramway" or the "undertaking" shall mean the tramways and works and undertaking by this Order authorised. Interpretation.
- The Promoters.*
4. The East Norfolk Tramway Company (Limited) shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters." Promoters.
 5. The Promoters may, by agreement from time to time, purchase and acquire such lands as may be necessary for the undertaking, not exceeding in the whole ten acres. Land by agreement.

Construction of Tramway.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with proper rails, plates, turnouts, passing places, offices, stables, carriage houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same. The tramways authorised by this Order are:— Construction of tramway.
 1. A tramway commencing in the city of Norwich, at a point in the goods' yard of the Thorpe Railway Station, opposite to and about 75 feet southward of Messieurs Delane and Magnay's warehouse, passing thence along the towing-path by the side of the River Wensum to Foundry Bridge, and by the road at the side of the same river to Bishop Bridge, and along Barrack Road, past the Cavalry Barracks, and through Pockthorpe, and along Silver Street, Bull Close Road, Magpie Road, to St. Augustine's Gates, thence along the Aylsham and Cromer turnpike road, past Green Hills, and along the Drayton Road to the junction of the upper and lower roads to Drayton, thence along the lower road to

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Hellesdon, thence along the road through Drayton Turnpike Gate towards Taverham, to the point where the Taverham Road is joined by the public road from the village of Cossey, otherwise Costessy, from which point the tramway will diverge from the road and pass in a south-westerly direction through property of the Reverend John Nathaniel Micklethwaite, and property of George Duckett Burney, Esquire, respectively, and terminating at the Paper Mills at Taverham :

2. A tramway wholly situate in the hamlet of Hellesdon, commencing by a junction with Tramway No. 1 at a point on the Drayton Road, about twelve chains westward of the letter box at the side of the house at the corner of the road leading to Hellesdon Mill, thence passing along the road to Hellesdon Mill, and terminating at or near the south-east corner of the mill :

3. A tramway commencing in the parish of Drayton, by a junction with Tramway No. 1, at a point on the Drayton Road four chains northward of Mr. Culley's bridge over the River Wensum, leading to the private road to Cossey Mills, thence passing along the said private road, and terminating in the parish of Cossey at a point five chains south-east of Cossey Church.

Crossings,
passing places,
&c.

7. The Promoters may, subject to the provisions of this Order, and with the consent of the local authority, or, where there is no local authority, with the consent of the road authority, from time to time hereafter make, maintain, alter, and remove all such crossings, passing places, sidings, junctions, and other works as may from time to time be necessary or convenient for the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters: Provided, that after any such crossing, passing place, siding, junction, or other works have been made, such local authority or (as the case may be) road authority may, by notice, require the Promoters to remove the same or to re-make or re-lay the same in some other position to be specified in the notice, and the Promoters shall comply from time to time with every such requirement: Provided, that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Tramways to
be kept on level
with surface of
roads.

8. If any road authority shall hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Temporary
tramways may
be made when
necessary.

9. Where in any district by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Provisional Order is laid it shall, in the opinion of the road authority of such district, be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such con-

*
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ditions and in accordance in all respects with such regulations as such road authority may from time to time make, construct in the same or any adjacent road, and with the like consent, subject to the like conditions and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

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If any difference arises between the Promoters and such road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of "The Tramways Act, 1870," for the settlement of differences in the said section mentioned.

10. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority, may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance, for six months after the completion of any of the tramways within the district of such road authority, of so much of the roadway on either side of such tramways as the Promoters are by this Order required to maintain; and the Promoters shall, if so required, deliver the surface paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided, that if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by "The Tramways Act, 1870," with respect to differences between the Promoters and any road authority.

Application of road materials excavated in construction of Promoters works.

11. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways shall for the time being consist, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of "The Tramways Act, 1870," they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by clause fifty-six of the said Act is provided.

Penalty for not maintaining rails and road in good condition.

Traffic upon Tramways.

12. The tramways may be used for the purpose of conveying passengers, animals, goods, and parcels.

Traffic upon tramways.

Tolls.

13. The Promoters may demand and take in respect of passengers, animals, goods, parcels, or things carried and conveyed upon the tramway, or any part

Tolls for passengers.

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A.D. 1872. thereof, including tolls for the use of the tramway and of carriages, and for
Norwich and Taverham. motive power, and every other expense incidental to such conveyance, any
tolls, rates, or charges not exceeding those specified in the Schedule A. to this
Order annexed, subject to the regulations in that behalf specified in the
same schedule.

Passengers
luggage.

14. Every passenger travelling upon the tramway may take with him his
personal luggage, not exceeding twenty-eight pounds in weight, without any
charge being made for the carriage thereof.

Cheap fares for
labouring
classes.

15. The Promoters shall and they are hereby required, at all times after the
opening of the tramway for public traffic, to run at least one carriage each way
every morning in the week and every evening in the week (Sundays, Christmas
Day, and Good Friday always excepted), at such hours, not being later than
seven in the morning or earlier than six in the evening, as the Promoters think
most convenient, for artisans, mechanics, and daily labourers, at fares not
exceeding one penny per mile: Provided, that in case of any complaint made to
the Board of Trade of the hours appointed by the Promoters for the running of
such carriages, the said Board shall have power to fix and regulate the same
from time to time.

As to payment
of tolls.

16. The tolls and rates by this Order authorised shall be paid to such
persons, and at such places upon or near the tramway, and in such manner and
under such regulations as the Promoters may, by notice annexed to the list of
tolls, appoint.

Miscellaneous.

Terms upon
which the con-
sent of Great
Eastern Rail-
way Company
was obtained to
be observed.

17. Whereas the consent of the Great Eastern Railway Company to the
application of the Promoters for a Provisional Order authorising the con-
struction of the tramways was given subject to certain terms and conditions
mentioned in the agreement in the Schedule (B.) to this Order annexed;
therefore the Promoters shall duly observe all and every the said terms
and conditions, and shall give effect to the same, as if the same were
in this Order expressly set forth, and all and each of the powers by this
Order conferred upon the Promoters shall only be exercised and may only
be enjoyed by the Promoters, subject in every respect to the said terms and
conditions.

Saving of
existing con-
tracts, &c.

18. Nothing in this Order contained shall alter, vary, or affect any contract
or agreement duly made or any liability incurred before the passing of the Act
confirming this Order by the Promoters with respect to the terms of consent by
any local authority, road authority, company, corporation, or person to the
application for this Order, or with respect to the tramway or the undertaking,
or any matter connected therewith.

Form and
delivery of
notices.

19. With respect to the notices to be given by or to the Promoters, and to
the delivery thereof by or to the Promoters, the following provisions shall have
effect; namely,

1. Every notice shall be in writing or print, or partly in writing and partly
in print; and if given by the Corporation of Norwich shall be sufficiently

authenticated by being signed by the town clerk or by the borough surveyor, and if given by any other road authority, by being signed by their clerk or secretary :

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Taverham.

2. Any notice to be delivered by or to the Promoters to or by any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters (as the case may be), or by being sent by post in a registered letter, addressed to their respective clerk or secretary at their principal office.

20. Nothing in this Order contained shall be deemed or construed to exempt the tramway from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

Provisions as
to general Acts.

SCHEDULE A.

Passengers.

	Per mile.
For every person travelling upon the tramway :	
In a first-class carriage - - - - -	Twopence.
In a second-class carriage - - - - -	One penny.

Animals.

For every ox, cow, bull, or head of neat cattle - - - - -	Twopence.
For every calf or pig, sheep, lamb, or other small animal - - - - -	One penny.

Goods.

For all coals, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton - - - - -	Threepence.
For all coke, culm, charcoal, sand, lime and limestone, and all stones for building, pitching, and paving, all bricks, tiles, slates, clay, chalk, marl, iron, ironstone, copper, tin, lead, and iron ore, per ton - - - - -	Fivepence.
For all pig iron, bar iron, rod iron, hoop iron, and all other similar descriptions of wrought iron and iron castings not manufactured into utensils, or other articles of merchandise, per ton - - - - -	Fivepence.
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves and deals, metals (except iron), tinned nails, nails, anvils, vices, and chains, per ton - - - - -	Sixpence.
For all cotton and other wools, drugs, manufactured goods, fish, and all other wares, merchandise, articles, matters, or things, per ton - - - - -	Eightpence.

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Act, 1872 (No. 4).

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*Norwich and
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Small Parcels.

Any distance.

For every parcel not exceeding seven pounds in weight	-	Threepence.
For every parcel exceeding seven pounds in weight, but not exceeding fourteen pounds in weight	- - - -	Fivepence.
For every parcel exceeding fourteen pounds in weight, but not exceeding twenty-eight pounds in weight	- - - -	Sevenpence.
For every parcel exceeding twenty-eight pounds in weight, but not exceeding fifty-six pounds in weight	- - - -	Ninepence.
For every parcel exceeding fifty-six pounds in weight, but not exceeding one hundred and twelve pounds in weight	- } -	One shilling and sixpence.
For parcels exceeding one hundred and twelve pounds in weight, the company may demand such sum as they think fit.		

Regulations as to Tolls.

Passengers
—fraction of a
mile.

The company shall in no case be bound to charge a less sum than fourpence for the conveyance of a passenger, and in respect of passengers every fraction of a mile beyond one mile or any greater number of miles is to be deemed a mile:

Short distances.

For all animals or goods conveyed for a less distance than three miles, the company may demand tolls and charges as for three miles:

Fractional
parts of a mile.

For a fraction of a mile beyond three miles or beyond any greater number of miles, the company may demand tolls and charges for such fraction in proportion to the numbers of quarters of a mile contained therein; and if there be a fraction of a quarter of a mile, such fraction shall be deemed a quarter of a mile:

Fractional
parts of a ton.

For a fraction of a ton, the company may demand toll according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton, such fraction shall be deemed a quarter of a ton:

General weight.

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

Weight of stone
and timber.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Small pack-
ages.

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 only apply to single parcels in separate packages.

SCHEDULE B.

A.D. 1872.

*Norwich and
Taverham.*

AN Agreement made the twenty-eighth day of March one thousand eight hundred and seventy-two, between the East Norfolk Tramway Company (Limited) (herein-after called "the Tramway Company") of the one part, and the Great Eastern Railway Company (herein-after called "the Railway Company") of the other part. Whereas the Tramway Company are the Promoters of a tramway from the station of the Railway Company at Norwich to Taverham, and are now applying to the Board of Trade for a Provisional Order enabling them to construct such tramway: And whereas the said tramway, as first proposed, would interfere with and injure the station yard and the property and premises of the Railway Company at Norwich, and objections have been lodged at the Board of Trade by the Railway Company to the granting of such Order: And whereas an amended plan showing a deviation of the said tramway hath been submitted to the Railway Company for their approval, and the Railway Company consent to such amended plan, and withdraw their objections before the Board of Trade to the granting of the said Provisional Order on the terms herein-after set forth: Now, therefore, it is hereby mutually agreed between the Tramway Company and the Railway Company as follows:

1. That the tramway proposed to be sanctioned by the Provisional Order shall be in the line and direction shown on the amended plan so agreed to by the Railway Company as aforesaid:
2. In the event of the Railway Company re-arranging their coal and goods station and yard at Norwich, the Tramway Company shall and will, on being called upon by the Railway Company so to do, extend their tramway in a westwardly direction along the towing-path to a point in the re-arranged station or yard of the Railway Company, to be fixed by the Railway Company, and shall and will, if desired, permit the said extended tramway to be connected by the rails of the Railway Company at or near to such point so to be fixed as last aforesaid, and will, if necessary, apply for and endeavour to obtain a Provisional Order to authorise such extension.

In witness whereof the Tramway Company and the Railway Company have caused their common seals to be hereunto affixed the day and year first above written.

(L.S.) of the Great Eastern Railway Company.

The seal of the Great Eastern Railway Company was affixed hereto in the presence of

A. H. WINDETT,
Clerk to W. H. Shaw, solicitor,
Bishopsgate Station.

A.D. 1872.

Southport.

SOUTHPORT TRAMWAYS.

Order authorising the construction of Tramways in the Township of Birkdale, the Borough of Southport, and the Township of North Meols (outside the Borough of Southport), all in the Parish of North Meols and County Palatine of Lancaster.

Short title.

1. This Order may be cited as "The Southport Tramways Order, 1872."

Incorporation of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings :

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways, works, and undertaking by this Order authorised :

In this Order the expressions "the local board" shall mean the local board for the district and township of Birkdale, "the corporation" shall mean the mayor, aldermen, and burgesses of the borough of Southport, and "the highway board" shall mean the highway board for the district of Southport acting under the authority and for the purposes of the "Highway Acts."

Promoters.

The Promoters.

4. The Southport Tramways Company (Limited) shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole ten acres.

Construction of Tramways.

Construction of tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

The tramways authorised by this Order are :—

Tramway No. 1, wholly situate in the township of Birkdale, in the parish of North Meols, in the county of Lancaster, commencing in Weld Road, at a point one chain or thereabouts in a north-westerly direction from the north-west gate of the Liverpool, Crosby, and Southport Railway in

Weld Road, and passing thence along Weld Road to the junction with York Road, along York Road the whole length thereof to the junction with Aughton Road, along Aughton Road to the junction with Lulworth Road, and along Lulworth Road from the junction with Aughton Road, to and terminating in the township of Birkdale, at the boundary of the borough of Southport, at the junction of Lulworth Road and Lord Street West:

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Tramway No. 1A, wholly situate in Weld Road, in the township of Birkdale, and commencing by a junction with Tramway No. 1, at the commencement thereof, and passing thence in a south-easterly direction to the north side of Weld Road, and terminating at the boundary of the premises occupied by John Goulder:

Tramway No. 2, wholly situate in the township of Birkdale, commencing by a junction with Tramway No. 1 in York Road, at or near the end of Gloucester Road, and passing thence along Gloucester Road to the junction with Lulworth Road, along Lulworth Road to and terminating by a junction with Tramway No. 1 in Lulworth Road, at or near the end of Aughton Road:

Tramway No. 3, wholly situate in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 1 at the boundary of the township of Birkdale, at or near to Lulworth Road, and the boundary of the borough of Southport at or near to Lord Street West, at its junction with Lulworth Road, and passing thence along Lord Street West, Lord Street, Manchester Road (to the junction with Queen's Road), Queen's Road, Park Crescent, and terminating in Park Crescent, at a point about three chains or thereabouts in an easterly direction from the entrance gates at the Queen's Lodge to Hesketh Park:

Tramway No. 3A, a passing place, two chains in length, situate wholly in Lord Street, in the borough of Southport aforesaid, between Portland Street and Old Bath Street, commencing and terminating by junctions with Tramway No. 3:

Tramway No. 3B, situate wholly in Lord Street, in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3, at a point opposite the north-east side of Eastbank Street, and passing thence in a curved line to its termination at the entrance of the stable-yard of the Scarisbrick Hotel:

Tramway No. 3C, situate wholly in Lord Street, in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3, at a point distant in a north-easterly direction twenty-seven yards or thereabouts from the north-east side of Eastbank Street, passing thence in a curved line to its termination and junction with Tramway No. 3B:

Tramway No. 3D, situate wholly in the borough of Southport aforesaid, commencing by a junction with Tramway No. 3 in Queen's Road, at a point distant nine yards or thereabouts in a north-easterly direction from the north-east side of Leyland Road, and passing thence in a curved line, and terminating in Leyland Road by a junction with Tramway No. 5, at a

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point distant nine yards or thereabouts in a direct line in a south-easterly direction from Queen's Road :

Tramway No. 5, situate wholly in the borough of Southport, in the township and parish of North Meols, commencing by a junction with Tramway No. 3 in Queen's Road, opposite the end of Leyland Road, and passing thence along Leyland Road, Manchester Road, and Row Lane, and terminating in the said Row Lane at or near the junction therewith of Long Lane or Green Lane at the boundary of the borough of Southport :

Tramway No. 5A, a passing place, one and a quarter chains in length, situate wholly in Row Lane, opposite the end of Long Lane or Green Lane, commencing by a junction with Tramway No. 5, and terminating opposite the easterly side of Long Lane or Green Lane aforesaid at the boundary of the borough of Southport :

Tramway No. 6, wholly situate in the township and parish of North Meols (outside the borough of Southport aforesaid), commencing by a junction with Tramway No. 5, in Row Lane, at or near the end of Long Lane or Green Lane, at the boundary of the borough of Southport, and passing thence along Row Lane to the junction with Mill Lane, and thence along Mill Lane, and terminating in Mill Lane at a point one hundred and fifty-eight yards or thereabouts in a northerly direction from the north side of the Churchtown Corn Mill, in Mill Lane aforesaid :

Tramway No. 6A, a passing place, one and a quarter chains in length, situate wholly in Row Lane, in the township and parish of North Meols, outside the borough of Southport, at or near the end of Long Lane or Green Lane, commencing by a junction with Tramway No. 5A, and terminating by a junction with Tramway No. 5 :

Tramway No. 6B, a passing place, one and a half chains in length, situate wholly in Mill Lane, in the township and parish of North Meols, outside the borough of Southport, and commencing by a junction with Tramway No. 6, at a distance of one hundred and thirty yards or thereabouts in a northerly direction from the north side of Churchtown Corn Mill, and terminating in Mill Lane, opposite the termination of Tramway No. 6 :

Tramway No. 7, wholly situate in the village of Churchtown, in the township and parish of North Meols, commencing in Mill Lane by a junction with Tramway No. 6, and passing thence into and along the main road or street of and through the village of Churchtown, and terminating in the said road or street at a point forty yards or thereabouts in an easterly direction from the Hesketh Arms Hotel :

Tramway No. 7A, a passing place, two chains in length, situate wholly in the main street or road of the village of Churchtown, commencing opposite the Hesketh Arms Hotel by a junction with Tramway No. 7, and terminating opposite the termination of the said tramway :

Which several tramways, passing places, and works will pass through or into the township of Birkdale, the borough of Southport, and the township of North Meols, all in the parish of North Meols and county palatine of Lancaster.

7. The Promoters in any district in which the tramways by this Order authorised are situated may, subject to the provisions of this Order, with the consent of the road authority of such district, from time to time make, maintain, alter, and remove such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Order or on the deposited plans, as they find necessary or convenient for the efficient working of the tramways, or any of them, or for providing access to any stables, carriage-houses, or works connected with the undertaking. Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand addressed to the Promoters, express their objection thereto.

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Power to make additional crossing places, &c.

8. Where in any district any part of any of the tramways, if constructed according to the deposited plans and sections, would be so laid that a less space than nine feet six inches would intervene between the outside of the footpath on one side of the road and the inside rail of the tramway, the Promoters shall, if required by the road authority of such district, deviate from the deposited plans and sections, and construct such part of such tramway as near to one side of the road as may be required by the local authority.

Deviation from centre of road in certain cases.

9. If the road authority of any district shall hereafter alter the level of any road in such district along or across which any of the tramways are laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Tramway to be kept on level with surface of roads.

10. In laying down the tramways within the district of the local board the surface of the roads between the rails shall be restored and afterwards kept in repair with asphalt, except that one cube set may be placed on each side of each rail, unless the local board shall, in writing under their common seal, consent to the same being paved with cube sets or other good and substantial road material.

Roads in Birkdale to be restored and kept in repair with asphalt.

11. The corporation and local board shall at all times have free access to, and communication with, all their sewers and drains, and power to lay lateral and private drains to communicate therewith, without the consent or concurrence of the Promoters; and the provisions contained in the 32nd and 33rd sections of "The Tramways Act, 1870," shall be applicable in the case of any sewer or drain of the corporation or local board, as if the same were a pipe for the supply of gas or water.

Corporation and local board to have access to sewers.

12. Before commencing to lay down and construct the tramways in Mill Lane and Churchtown, or contemporaneously with the laying down and constructing the same, the Promoters shall widen and pave Mill Lane at the junction with and entrance thereof from Row Lane and the main street or road through the village of Churchtown, so as to have a clear space of nine feet six inches between the outside of the footpath on either side of the roads and the nearest rail of the tramways, except that opposite to premises occupied by James Pierpoint, Betty Hall, and William Peet, in Churchtown, where a

Promoters to widen and pave Mill Lane and the main road or street in Churchtown.

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less space will intervene, the tramway shall be laid and constructed on one side of the road; the Promoters shall (unless otherwise agreed with the highway board under their common seal) restore and repair with good asphalt so much of Row Lane within the district of the highway board as lies between the rails of the tramway.

Temporary tramways may be made when necessary.

13. Where in any district, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall in the opinion of the road authority of such district be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as such road authority may from time to time make, construct in the same or any adjacent road, and with the like consent, subject to the like conditions and in accordance with the like regulations, maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

If any difference arises between the Promoters and such road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of "The Tramways Act, 1870," for the settlement of differences in the said section mentioned.

Application of road materials excavated in construction of Promoters works.

14. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority, may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance of so much of the roadway on either side of such tramways as the Promoters are required to maintain by this Order, or by "The Tramways Act, 1870," and as is within the district of such road authority; and any surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit.

Traffic upon Tramways.

Traffic.

15. The tramways shall be used exclusively for passenger traffic and for the conveyance of parcels.

Tolls.

Tolls for passengers.

16. The Promoters may demand and take for every passenger travelling upon any of the tramways, or any part thereof, including tolls for the use of the tramway and the carriages, and for motive power and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile), but the Promoters may charge for any less distance than three miles any sum not exceeding threepence: Provided always, that if at any time after three years from the opening for public traffic of any of the tramways, it shall be represented in writing to the Board of Trade by the local authority of any district in which such tramway is wholly or partially situate, or by twenty inhabitant ratepayers of any such district, that the pro-

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motors are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable, the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of "The Tramways Act, 1870;" and if such referee report that the truth of such representations has been proved to his satisfaction, the Board may make an order in writing, limiting the amount of the rates and fares to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to twopence, and the Promoters shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may, from time to time after making any such order, revoke or modify the same for good cause shown to them.

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The Promoters may demand and take in respect of parcels conveyed upon the tramway or any part thereof, including every expense incidental to such conveyance, rates or charges not exceeding those specified in Schedule A. to this Order annexed.

17. The Promoters at all times after the opening of the tramways for public traffic, if required so to do by the local authority of any district in which the tramways are laid, shall run carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at fares not exceeding one half-penny per mile (the Promoters nevertheless not being required to take any fare less than one penny): Provided, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Cheap fares for labouring classes.

18. Every person travelling upon the tramway may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Passengers luggage.

19. The Promoters shall not be bound to carry, unless they think fit, any passenger's luggage exceeding twenty-eight pounds in weight.

Promoters not to be bound to carry luggage.

20. The tolls by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters may by notice annexed to the list of tolls appoint.

As to payment of tolls.

Miscellaneous.

21. The Promoters shall not ply carriages for hire upon the tramways on Sundays.

Not to ply carriages for hire on Sundays.

22. With respect to notices, and the delivery thereof by or to the Promoters, the following provisions shall have effect; namely,

Form and delivery of notices.

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by the local authority or any road authority shall be sufficiently authenticated by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by the local authority, or any road authority or other body, or any company, may

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Terms upon which the consent of the corporation was obtained to be observed.

Order to be subject to general Acts.

be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter addressed to their respective clerk or secretary at their principal office.

23. Whereas the consent of the corporation to the application of the Promoters for this Order was given subject to certain terms and conditions mentioned in the Schedule B. to this Order annexed; therefore the Promoters (in the said terms and conditions referred to as "the Company") and the corporation shall duly observe all and every the said terms and conditions on their respective parts, and shall give effect to the same as if the same were in this Order expressly set forth; and that all and each of the powers by this Order conferred upon the Promoters shall only be exercised and may only be enjoyed by the Promoters, subject in every respect to the said terms and conditions.

24. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

SCHEDULE A.

<i>Small Parcels.</i>	<i>s.</i>	<i>d.</i>
For any parcel not exceeding seven pounds in weight	0	3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight	0	5
For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight	0	7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight	0	9
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight, the Promoters may demand any sum which they think fit.		

SCHEDULE B.

1. That in the event of any opposition to the application for this Provisional Order by the Company, either before the Board of Trade or Parliament, by reason of the want of sufficient space between each side of the line of the proposed tramway and the kerbstones, in the part of Manchester Road between Lord Street and Queen's Road in the borough of Southport, the Corporation shall at their own expense make the said road of the full width required by "The Tramways Act, 1870," by appropriating part or parts of the footway or footways in the said road to and for the carriageway thereof, and the tramway shall thereupon be laid down in the centre of the said road.

2. That in laying down the tramways the Company shall restore the level of the roads and streets in all cases where the same shall be altered or disturbed.

3. That the tramways shall (unless otherwise agreed between the Corporation and the Company) be laid down on the several roads and streets within the borough of Southport according to the deposited plans of the Company, except that if Lord Street be widened by the Corporation as herein described, the tramway shall be laid in the middle of Lord Street.

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4. That if at any time before the expiration of twenty-one years from the confirmation of this Provisional Order of the Company the Corporation shall be authorised by the Board of Trade or otherwise to acquire the undertaking of the Company, the Company shall, if required by the Corporation, by notice in writing addressed to the secretary of the Company, sell and convey the said undertaking of the Company to the Corporation upon the terms following (but the Company shall not be compelled to sell and convey the said undertaking until the end of twelve years from the confirmation of the said Provisional Order); that is to say,

If the Corporation shall purchase at the end of twelve years, then upon payment by the Corporation to the Company of the expended capital and the then liabilities of the Company, with an additional sum of money sufficient to make up dividends of six pounds per centum per annum to the shareholders, from the time or respective times the tramways of the Company shall have been opened for traffic up to the completion of the purchase, if dividends at that rate per centum per annum shall not have been paid out of the profits of the Company, and if the Corporation shall purchase after the said period of twelve years, and within the said period of twenty-one years, then upon payment by the Corporation to the Company of the expended capital and liabilities of the Company, with an additional sum of money sufficient to make up dividends of six pounds per centum per annum during the said first twelve years, and dividends of seven pounds per centum per annum after the said first twelve years up to the completion of the purchase, if dividends during the said periods and at the said rates respectively shall not have been paid out of the profits of the Company, and if the Corporation shall purchase at or after the said period of twenty-one years, then upon the terms and conditions, and subject to the provisions of the forty-third section of "The Tramways Act, 1870." The costs and expenses of the transfer of the undertaking and works, and of dividing the purchase money among the shareholders of the Company, and of the dissolution and winding-up of the Company, shall, if the Company be compelled to transfer the said undertaking and works within the said period of twenty-one years, be paid by the Corporation; and if any dispute or difference shall arise between the Corporation and the Company respecting any matter or thing relating to such transfer, such dispute or difference shall be referred to the Board of Trade, and their decision shall be final and binding on both parties.

5. That the Company shall supply the Corporation with sufficient boulder or other stone sets for widening, and the Corporation shall pave and widen, Manchester Road and Row Lane pavements eight feet wide, commencing from the edge of the present pavement at or near the end of Leyland Road to Green Lane or Long Lane within the borough of Southport.

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6. That if the Corporation shall widen Lord Street, between Duke Street and Manchester Road, three feet or more, and the Company shall obtain this said Provisional Order duly confirmed by Parliament (but not otherwise), the Company shall pay to the Corporation the sum of three hundred and seventy-five pounds towards the cost thereof, such payment to be made within two months from the completion of the improvement.

7. That nothing herein contained shall compel the Company to contribute the said sum of three hundred and seventy-five pounds towards the cost of widening Lord Street in the event of such widening not being commenced and carried on to completion before or contemporaneously with the laying down of the tramways within the borough of Southport.

8. That the word "undertaking" in this Provisional Order of the Company shall include the tramways, and all lands, buildings, works, materials, and plant of the Company.

9. That clauses shall be inserted in the Provisional Order to carry out this agreement.

*Stirling and
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Allan.*

STIRLING AND BRIDGE OF ALLAN TRAMWAYS.

Order authorising the construction of Tramways in Stirling, Bridge of Allan, and places adjacent.

Short title.

1. This Order may be cited as "The Stirling and Bridge of Allan Tramways Order, 1872."

Incorporation
of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

Promoters.

The Promoters.

4. The Stirling and Bridge of Allan Tramways Company (Limited) shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by
agreement.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole three acres.

Construction of Tramways.

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6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables, carriage houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

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Construction
of tramways.

The tramways authorised by this Order are :—

1. A Tramway (No. 1), commencing in the parish of Lecropt and county of Stirling, in the Crieff and Longcausewayhead turnpike road, at a point in that road distant seventeen yards or thereby, measuring in a north-westerly direction, from the northmost corner of Bridge of Allan Inn; thence passing in an easterly direction across the bridge over the river Allan, and along the said road (which is taken to include Henderson Street and Macfarlane Street, Bridge of Allan), and in a south-easterly direction along the said road to Causewayhead; thence in a south-westerly direction along the turnpike road from Causewayhead to Stirling (which is taken to include the bridge over the river Forth, Union Street, Wallace Street, Cowane Street, York Place, Viewfield Place, Barnton Place, Maxwell Place, and Murray Place, all in the burgh of Stirling), and terminating in Murray Place aforesaid, in the parish, burgh, and county of Stirling, at a point in that street distant forty-five yards or thereby, measuring in a southerly direction, from the south-west corner of the road leading to the Stirling railway station at its junction with Murray Place aforesaid; which tramway will be situate in the said parishes of Lecropt, Stirling, and St. Ninians or Stirling, in the county of Stirling, and partly in the parish of Logie in the counties of Stirling and Clackmannan, and also partly in the burgh of Stirling, or in some or one of them.
- 1A. A Tramway (No. 1A), situate wholly in the parish of Lecropt and county of Stirling, commencing in the Crieff and Longcausewayhead turnpike road at a point distant six yards or thereby, measuring in an easterly direction, from the northmost corner of Bridge of Allan Inn; thence passing in an easterly direction along the said road, and terminating on the bridge over the river Allan by a junction with Tramway (No. 1) at a point distant one and three-fourth chains or thereby from the commencement of said Tramway (No. 1A).
- 1B. A Tramway or Passing-place (No. 1B), three chains or thereby in length, situate wholly in Henderson Street, Bridge of Allan, in the parish of Logie and county of Stirling, commencing by a junction with Tramway (No. 1) at a point distant forty-one yards or thereby, measuring in an easterly direction, from the north-west corner of New Street, at its junction with Henderson Street, and terminating by a junction with Tramway (No. 1) at a point distant three chains or thereby eastwards from the commencement of said Tramway or Passing-place (No. 1B).

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- 1C. A Tramway or Passing-place (No. 1C), three chains or thereby in length, situate wholly in Macfarlane Street, Bridge of Allan, in the parish of Logie and county of Stirling, commencing by a junction with Tramway (No. 1) at a point distant thirteen yards or thereby, measuring in an easterly direction, from the centre of the approach to Garden Villa, at the junction of said approach with said street, and terminating by a junction with Tramway (No. 1) at a point distant three chains or thereby eastwards from the commencement of said Tramway or Passing-place (No. 1C).
- 1D. A Tramway or Passing-place (No. 1D), three chains or thereby in length, situate wholly in the Crieff and Longcausewayhead turnpike road, in the parish of Logie and county of Stirling, commencing by a junction with Tramway (No. 1) at a point distant one hundred and ten yards or thereby, measuring in a southerly direction, from the centre of the gateway of the approach to Airthrey Castle, at the junction of said approach with the said turnpike road, and terminating by a junction with Tramway (No. 1) at a point distant three chains or thereby southwards from the commencement of said Tramway or Passing-place (No. 1D).
- 1E. A Tramway or Passing-place (No. 1E), three chains or thereby in length, situate wholly in the turnpike road leading from Causewayhead to Stirling, in the burgh of Stirling and parish of Logie, in the counties of Stirling and Clackmannan, or some or one of them, commencing by a junction with Tramway (No. 1) at a point opposite the passenger entrance to Causewayhead Railway station, and terminating by a junction with Tramway (No. 1) at a point distant three chains or thereby south-westwards from the commencement of said Tramway or Passing-place (No. 1E).
- 1F. A Tramway or Passing-place (No. 1F), three chains or thereby in length, situate wholly in the turnpike road leading from Causewayhead to Stirling, in the burgh, parish, and county of Stirling, commencing by a junction with Tramway (No. 1), at a point distant ninety yards or thereby, measuring in a northerly direction, from the north-east corner of Stirling New Bridge over the river Forth, and terminating by a junction with Tramway (No. 1) at a point distant three chains or thereby southwards from the commencement of the said Tramway or Passing-place (No. 1F).
- 1G. A Tramway (No. 1G), situate wholly in the burgh, parish, and county of Stirling, commencing in Wallace Street, Stirling, by a junction with Tramway (No. 1) at a point distant twenty-eight yards or thereby, measuring in a north-easterly direction, from the south-west corner of Wallace Street, at its junction with York Place; thence passing in a south-westerly direction along Wallace Street into Cowane Street, and in a southerly direction along York Place, Viewfield Place, Barnton Place, Maxwell Place, and Murray Place, all in the burgh of Stirling, and terminating at the point herein-before described as the termination of Tramway (No. 1).

All which said proposed tramways will pass or be made from, in, through, or into, or be situate within the several parishes and places foresaid, or some of them; (that is to say,) the parishes of Lecropt, Logie, Stirling, and St. Ninians, the royal burgh of Stirling, and the towns or villages of Bridge-of-Allan, Causewayhead, and Stirling, all in the county of Stirling, and the parish of Logie and the village of Causewayhead, both in the county of Clackmannan.

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*Stirling and
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7. If any road authority hereafter alter the level of any road along or across which any of the tramways are laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Tramways to be kept on level with surface of roads.

8. The Promoters may, subject to the provisions of this Order, and with the consent of the road authority, from time to time hereafter make, maintain, alter, and remove all such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in and authorised by this Order, as may from time to time be necessary or convenient for the efficient working of the tramways, or any of them, or for providing access to any stables or carriage-sheds or works of the Promoters. Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand addressed to the Promoters, express their objection thereto.

Additional crossings, passing-places, &c. may be made where necessary.

9. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall, in the opinion of the road authority, be necessary or expedient temporarily to remove or discontinue the use of such tramway or any part thereof, the Promoters may, subject to such conditions, and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and, with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued. If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled, on the application of either party, by the sheriff of the county of Stirling, and the expense of the reference shall be borne and paid as the sheriff directs.

Temporary tramways may be made when necessary.

10. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance, for six months after completion of any of the tramways, of so much of the roadway on either side of such tramways as the Promoters are required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling,

Application of road materials excavated in construction of Promoters works.

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or material not used or required to be retained for the purposes aforesaid, to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided that if, within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority, or surveyor or other person, with reference to any of the matters aforesaid, shall be determined, on the application of either party, by the sheriff of the county of Stirling, and the expenses of the reference shall be borne and paid as the sheriff directs.

Traffic upon Tramways.

Traffic upon
tramways.

11. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, parcels, or other articles.

Tolls.

Tolls for
passengers.

12. The Promoters may demand and take for every passenger travelling upon any of the tramways, or any part or parts thereof respectively, including tolls for the use of the tramway and of carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding twopence per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile), but the Promoters may charge for any less distance than one mile any sum not exceeding threepence: Provided always, that if at any time after three years from the opening for public traffic of any of the tramways it shall be represented in writing to the Board of Trade by the local authority of any district in which such portion is wholly or partially situate, or by twenty inhabitant ratepayers of any such district, that the Promoters are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable, the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of the Tramways Act, 1870, and if such referee report that the truth of such representation has been proved to his satisfaction, the Board may make an order in writing limiting the amount of the rates and fares to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to twopence, and the Promoters shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time, after making any such order, revoke or modify the same for good cause shown to them.

Passengers
luggage.

13. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares
for labouring
classes.

14. The Promoters at all times after the opening of the tramways for public traffic shall, if required so to do by the local authority of any district in which the tramways are laid, run at least one carriage each way every morning in the week and every evening in the week (Sundays and sacramental fast days always

excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient, at fares for artisans, mechanics, and daily labourers, not exceeding one halfpenny per mile (the Promoters, nevertheless, not being required to take any fare less than one penny): Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

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15. The Promoters may demand and take in respect of any animals, goods, minerals, parcels, or other articles conveyed by them on the tramways, including the tolls for the use of the tramways, and for waggons, trucks, and motive power, and every other expense incidental to the conveyance (except a reasonable sum for loading, covering, and unloading goods, and for delivery and collection, and any other service incidental to the business of a carrier, when such services or any of them are or is performed by the Promoters), any tolls or charges not exceeding the rates specified in Schedule (A.) to this Order annexed.

Tolls for
animals and
goods.

16. The Promoters shall not be bound to carry, unless they think fit, any animals, goods, minerals, parcels, or articles, other than passengers luggage, not exceeding twenty-eight pounds in weight.

Promoters not
bound to
carry goods.

17. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters may, by notice to be annexed to the list of tolls, appoint.

As to payment
of tolls.

Miscellaneous.

18. Whereas the consents of the local and road authorities to the application of the Promoters for a Provisional Order authorising the construction of the tramways were given, subject to certain terms and conditions mentioned in the agreements contained in Schedules (B.) and (C.) to this Order annexed; therefore the Promoters shall duly observe all and every the said terms and conditions, and shall give effect to the same, as if the same were in this Order expressly set forth, and all and each of the powers by this Order conferred upon the Promoters shall only be exercised and may only be enjoyed by the Promoters, subject in every respect to the said terms and conditions: Provided always, that notwithstanding anything in the said agreements or either of them contained, no locomotive power other than animal power shall be used by the Promoters in the conduct of their traffic, unless a Provisional Order or Act of Parliament has been first obtained authorising the use of such power by them.

Terms upon
which the con-
sents of the
local and road
authorities
were obtained,
to be observed.

19. With respect to notices and to the delivery thereof by or to the Promoters the following provisions shall have effect; (namely,)

Form and deli-
very of notices.

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by any local authority or road authority shall be sufficiently authenticated by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or road authority or other body, or any company, may be

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delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter addressed to their respective clerk or secretary at their principal office.

Provision as to
 general Acts.

20. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways, now in force, or which may hereafter pass during this or any future session of Parliament.

SCHEDULE (A.)

Rates for the Conveyance of Animals, Goods, &c.

<i>Animals.</i>		<i>s.</i>	<i>d.</i>
For every horse, mule, or other beast of draught or burden	-	1	0
For every ox, cow, bull, or head of cattle	- - -	0	8
For calves, pigs, sheep, and small animals, per head	- - -	0	6
<i>Goods.</i>			
For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton	- - - - -	0	10
For all iron, ironstone, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving, tiles, slates, and clay (except fireclay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, per ton	- - - - -	0	10
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton	- - -	1	0
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton	- - - - -	1	3
For every carriage, of whatever description	- - -	2	0

Small Parcels.

For any parcel not exceeding seven pounds in weight	- -	0	3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight	- - - - -	0	5
For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight	- - - - -	0	7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight	- - - - -	0	9
For any parcel exceeding fifty-six pounds the Promoters may demand any sum which 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.

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Regulations as to Tolls.

For a fraction of a ton the Promoters may demand tolls according to the numbers of the quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton:

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Single Articles of great Weight.

For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons, but shall not exceed eight tons, per ton per mile	s. d.
-	2 0

For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, shall exceed eight tons, the Promoters may demand such sum as they think fit.

SCHEDULE (B.)

AGREEMENT between John Dick Mathie, writer in Stirling, clerk and treasurer to the trustees of the road from Linlithgow Bridge to Stirling, and other roads in the county of Stirling, and as duly authorised to enter into this Agreement on their behalf by minute of meeting of said trustees, dated the thirteenth day of October eighteen hundred and seventy-one, of the first part; Patrick James Stirling, clerk and treasurer to the trustees of the road from Crieff to Long Causeway, and as duly authorised to enter into this Agreement on their behalf by minute of a meeting of a committee of said trustees, of date the fourth day of November eighteen hundred and seventy-one, of the second part; and the Promoters of the Stirling and Bridge of Allan Tramways, of the third part.

First. The parties hereto of the first and second parts, for their respective rights and interests, consent to the third party laying down a tramway along the line of roads shown on the plan subscribed by the parties as relative hereto.

Second. The tramway shall consist of a single line, with necessary passing places at proper intervals, except from Cowane Street to Melville Terrace in the town of Stirling, where it shall consist of two lines.

Third. The double line of tramway shall be laid in the centre of the street or road between Cowane Street and Melville Terrace in the town of Stirling,

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and the single line elsewhere, with the necessary passing-places, shall be laid on such parts of the streets and roads as may be fixed by the respective surveyors thereof.

Fourth. The road trustees may at any time after the construction of the tramway require the Company to lay down additional passing-places at certain points, for the proper regulation of the traffic.

Fifth. The Company shall acquire no right to the solum of the roads or streets along which the tramway is laid, but only a right of user, and the tramway shall for all purposes be and remain part of such roads or streets.

Sixth. Unless with the consent of the road trustees respectively no locomotive power other than animal power shall be used by the Tramways Company in the conduct of their traffic.

Seventh. The Tramways Company shall pay to the trustees of the road from Linlithgow Bridge to Stirling, and other roads in the county of Stirling, in lieu of other rates for passengers, the sum of two hundred and fifty pounds sterling yearly of fixed rent, and that by twelve equal instalments of twenty pounds sixteen shillings and eightpence each, payable on the first Tuesday of every month, for the month ending on the Thursday preceding, under the penalty of forty shillings for each day after the respective dates of payment of said instalments during the nonpayment thereof, which penalty may be recovered in the manner prescribed by section fifty-six of "The Tramways Act, 1870;" or, in the option of the said trustees, a toll or lordship equal to a halfpenny per passenger travelling over the whole length of the tramway on the said road under charge of the said trustees, from St. Ninians to Causewayhead, or any part thereof: And it is hereby further declared that the payments to be made on the first Tuesday of every month as aforesaid shall be considered so far as payments to account, and that on the first Tuesday in the month of March in each year the said trustees shall declare whether they will take the fixed rent, or the toll or lordship equal to a halfpenny per passenger for the preceding year, and the balance payable to the said trustees (if any) shall then be paid to them by the Tramways Company; and to enable the said trustees to exercise the option of exacting the said rate of toll or lordship per passenger, the number of passengers travelling each day in each direction over the route of the tramway shall be ascertained by sealed or certified tickets, to be issued by the said trustees, or in such other way and manner as shall be mutually arranged and agreed upon by the said trustees and the Tramways Company, the expense of the issuing of which tickets, or other mode of ascertainment, shall be paid by the Tramways Company; and the Tramways Company shall be bound at all times when required to exhibit to the said trustees the way-bills and books of the Company or their lessees, and shall be bound to furnish them with such other information as the said trustees may think necessary for carrying out the provisions hereof.

Eighth. The Tramways Company shall pay to the trustees of the road from Crieff to Longcausewayhead, in lieu of other rates for passengers, the sum of one hundred and eighty pounds sterling yearly of fixed rent, and that by twelve equal instalments of fifteen pounds each, payable on the first Tuesday of every month, for the month ending on the Thursday preceding, under the penalty of

forty shillings for each day after the respective dates of payment of said instalments during the nonpayment thereof, which penalty may be recovered in the manner prescribed by section fifty-six of "The Tramways Act, 1870;" or, in the option of the said last-mentioned trustees, a toll or lordship equal to thirty-two one-hundredth parts of a penny per passenger travelling over the whole length of the tramway on the said road under charge of the said last-mentioned trustees, or any part thereof: And it is hereby further declared that the payments to be made on the first Tuesday of every month as aforesaid shall be considered so far as payments to account, and that on the first Tuesday in the month of March in each year the said last-mentioned trustees shall declare whether they will take the fixed rent, or the toll or lordship equal to thirty-two one-hundredth parts of a penny per passenger for the preceding year, and the balance payable to the said last mentioned trustees (if any) shall then be paid to them or their treasurer by the Tramways Company; and to enable the said last-mentioned trustees to exercise the option of exacting the said rate of toll or lordship per passenger, the number of passengers travelling each day in each direction over the route of the tramway shall be ascertained by sealed or certified tickets, to be issued by the said trustees, or in such other way and manner as shall be mutually arranged and agreed upon by the said last-mentioned trustees and the Tramways Company, the expense of the issuing of which tickets or other mode of ascertainment shall be paid by the Tramways Company; and the Tramways Company shall be bound at all times when required to exhibit to the said last-mentioned trustees the way-bills and books of the Company or their lessees, and shall be bound to furnish them with such other information as the said trustees may think necessary for carrying out the provisions hereof.

Ninth. The Tramways Company shall pay to the trustees of the said roads the following rates for goods and minerals carried over the said roads, viz., one penny per ton per mile, or any portion of a mile, payable to the first and second parties in proportion to the length of road under their respective charge travelled over; and the weight of such traffic, and the distance for which it shall have been carried by the Tramways Company, shall be ascertained from the way-bills, invoices, and books of the Company or their lessees (to which the road trustees shall have access at all reasonable times), or in such other manner as the road trustees may deem expedient; and the Company or their lessees shall, within ten days after the expiration of each calendar month, furnish to such trustees a detailed account of the traffic so carried during each month, showing the weight carried in each carriage, and the distance for which it shall have been carried therein; and shall, within ten days after furnishing such account, pay to such trustees respectively the amount of the rates due to them as aforesaid in respect of the traffic carried during the said month, under the penalty of forty shillings for every day after the said respective periods of ten days during which the Company or their lessees shall fail to furnish such account or to pay such rates, which penalty may be recovered in the manner prescribed by section fifty-six of "The Tramways Act, 1870:" Provided always, that the weight of the carriage in or upon which such traffic is carried shall not be included in the weight in respect of which the trustees are entitled to payment as aforesaid.

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Tenth. The road trustees respectively shall not be entitled to charge for ordinary omnibuses, carrying passengers only, less rates than those now charged by them for such omnibuses.

Eleventh. The Tramways Company shall, at their own expense, at all times maintain and keep in good order and condition, with such materials and in such manner as the respective trustees shall direct, and to their satisfaction, so much of the road or street as lies between the rails of the tramway, and (where two tramways are laid at a distance of not more than four feet from each other) the portion of the road between the tramways, and in every case so much of the road as extends eighteen inches beyond the rails of and on each side of any such tramway.

Twelfth. The whole clauses of the Act thirty-three and thirty-four Victoria, caput seventy-eight, intituled "An Act to facilitate the construction and to regulate the working of Tramways," including the clause providing for arbitration in case of differences, shall apply to and form part of this Agreement, and are hereby referred to and held as incorporated herewith.

Thirteenth. This Agreement is contingent upon the Tramways Company obtaining, and getting confirmed by Parliament, a Provisional Order from the Board of Trade, in terms of "The General Tramways Act, 1870;" and this Agreement shall either be scheduled to and confirmed by such Provisional Order, or the provisions hereof incorporated therewith, in the option of the road trustees.

Fourteenth. All parties consent to the registration hereof for preservation and execution. In witness whereof these Presents, written upon this and the two preceding pages of stamped paper, by John Douglas, clerk to Thomas Jarron Gordon, writer to the signet, Edinburgh, are, along with two duplicates hereof, subscribed by the said John Dick Mathie and Patrick James Stirling, as duly authorised as aforesaid, and by James Mathie and John Murrie, both bankers in Stirling, two of the provisional directors of the said tramways, on behalf of the Promoters thereof, as follows; viz., by the said John Dick Mathie, James Mathie, and John Murrie, all at Stirling, the twenty-eighth day of November eighteen hundred and seventy-one, before these witnesses, John M'Neil and Alexander Shairp, both clerks to Messrs. J. and J. Mathie and MacLuckie, writers, Stirling; and by the said Patrick James Stirling, at Dunblane, the thirtieth day of said month of November, and year last-mentioned, before these witnesses, John Hislop, clerk, and William Stirling Young, apprentice to Messrs. Stirling and M'Lean, writers, Dunblane. Declaring that the three last words on the twenty-first line from the top hereof, are "Patrick James Stirling."

John M'Neil, witness.

Alexr. Shairp, witness.

J. Hislop, witness.

W. S. Young, witness.

JOHN D. MATHIE.

PAT. J. STIRLING.

JAMES MATHIE.

JNO. MURRIE.

SCHEDULE (C.)

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AGREEMENT between the Magistrates and Town Council of the Burgh of Stirling of the first part, the Commissioners of Police of the Burgh of Stirling of the second part, and the Promoters of the Stirling and Bridge of Allan Tramways of the third part.

First. The parties hereto of the first and second parts, for their respective rights and interests, consent to the third party laying down a tramway along the line of roads or streets shown on a plan subscribed by the parties as relative hereto.

Second. The tramway shall consist of a single line, with necessary passing-places at proper intervals, except from Cowane Street to Melville Terrace, being at the south end of Port Street in the town of Stirling, where it shall consist of two lines.

Third. The double line of tramway shall be laid in the centre of the street or road between Cowane Street and Melville Terrace, and the single line elsewhere, with the necessary passing-places, shall be laid on such parts of the streets and roads as may be fixed by the first and second parties. The part of the road or street which lies between the rails of the tramway from Melville Terrace to Cowane Street shall be laid or paved with whinstone or (in the option of the third parties) granite blocks; and at the same time as the third parties form the tramway between the said points, they shall at their own expense pave, or, where the street is already paved, they shall re-lay with whinstone or (in their option) granite blocks the remaining width of the streets on either side of the rails of the tramway from kerb to kerb, between the said points. As the tramway is laid and the streets paved, the third parties shall be allowed to remove, and, so far as suitable, to use, in the repaving or otherwise, the blocks at present laid on said streets.

Fourth. The first and second parties may, at any time after the construction of the tramway, require the Tramways Company, where the tramway is a single line, to lay down additional passing-places at certain points, for the proper regulation of the traffic.

Fifth. The mode of constructing the works proposed to be formed, including paving and re-laying the streets, and every detail in regard to sidings, crossings, and other matters, and the materials to be used, and also all matters affecting public convenience or safety, shall be submitted to and approved of by the first and second parties, or a person to be appointed by them, and all such works shall be executed at their or his sight, and to their or his satisfaction; and the whole expense attending the implementing of this condition shall be defrayed by the third parties or by the said Company. It is specially provided that the Tramways Company, or persons employed by them, shall, during the construction of the works, cause the least practicable obstruction to the ordinary traffic along the said roads or streets; declaring that they shall always leave space for one line of carts and carriages to pass along.

Sixth. The Company shall acquire no right to the solum of the roads or streets along which the tramway is laid, but only a right of user; and the tramway shall for all purposes be and remain part of such roads or streets.

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Seventh. Unless with the consent of the first and second parties respectively no locomotive power other than animal power shall be used by the Tramways Company in the conduct of their traffic, and the traffic shall be worked so as not to impede or injure the ordinary traffic of the streets.

Eighth. The Tramways Company shall, at their own expense, at all times maintain and keep in good order and condition, with such whinstone or other blocks and materials, and in such manner as the first and second parties shall direct, and to their satisfaction, or to the satisfaction of a person to be appointed by them, so much of the roads or streets as lies between the rails of the tramway and (where two tramways are laid at a distance of not more than four feet from each other) the portion of the road or street between the tramways, and in every case so much of the roads or streets as extends eighteen inches beyond the rails of and on each side of such tramway.

Ninth. The first and second parties, or either of them, shall have power to make rules and regulations or byelaws in terms of clauses forty-six, forty-seven, and forty-eight of "The Tramways Act, 1870;" and the said byelaws shall have full force and effect when confirmed by the sheriff or sheriff substitute of the county of Stirling, in the same way as byelaws are by the General Police Act, thirteenth and fourteenth Victoria, chapter thirty-three, appointed to be confirmed by him; and it shall not be necessary to send such byelaws to the Board of Trade.

Tenth. The first and second parties shall have full power at all times, in the roads or streets in which the tramway is laid, to lay down, construct, repair, alter, or remove, from time to time, such sewers, drains, and pipes as they may consider necessary, and that without any claim for damages by the third parties or the said Company, on any ground whatever; but the first and second parties shall, at their own expense, restore any part of the tramway or paving works broken up by them to the same good condition as they were in previous to being so broken up; and in constructing and maintaining the tramway and other works nothing shall be done which can interfere with or affect such sewers, drains, or pipes, nor limit or restrict in any way the right of the first and second parties, or their officers to free access thereto at all times; and all works which can in any way interfere with such sewers, drains, or pipes shall be approved of by and executed at the sight and to the satisfaction of the first and second parties, or a person to be appointed by them; and, without prejudice to anything contained in "The Tramways Act, 1870," incorporated herewith as after mentioned, it is hereby provided that the whole provisions of clause thirty-two thereof shall be held to apply to sewers, drains, and pipes which the first or second parties may find it necessary from time to time to lay down, construct, repair, alter, or remove in any street or road in which the tramway is laid.

Eleventh. The whole clauses of "The Tramways Act, 1870," (including the clause providing for arbitration in case of differences), shall form part of this Agreement, and are hereby referred to and held as incorporated herewith: Declaring always, that it shall be in the power of the first and second parties, or either of them, to require that any matter or thing which by the said Act is

appointed to be decided by a referee to be nominated by the Board of Trade shall be decided by arbitration under the provisions of the Companies Clauses Acts, and in that case the expenses of such arbitration shall be borne and paid as the arbiters or oversman shall decide.

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Twelfth. Whereas the first parties have right to levy customs or dues on goods, animals, articles, and things entering, leaving, or passing through the burgh: The said Company shall pay the said customs or dues to the first parties on all goods, animals, articles, and things which may be brought into the burgh on the said tramways, and also the outgoing custom thereon, so far as outgoing custom is levied. The said customs shall be paid, in the option of the first parties, at the time when the goods and others are brought into or taken out of the burgh; and the third parties and the Company shall give the first parties, or persons authorised by them, all proper facilities for the inspection of the carriages containing the said goods and others, or the said goods and others themselves; or, in the option of the first parties, the Tramways Company shall furnish to the first parties half-yearly, at Candlemas and Lammas in each year, beginning at the first term of Candlemas or Lammas after the opening of the tramway for traffic, a full and accurate statement and account, made up and giving such particulars as the first parties shall from time to time direct of the whole goods, animals, articles, and things brought into and taken out of the said burgh on the said tramway for the half-year preceding, and shall within ten days thereafter pay to the first parties or their chamberlain for the time being the customs payable thereon, with interest thereon at five per cent. from each term of Candlemas or Lammas till payment; and the Tramways Company shall give to the first parties access at all times, by themselves, or any person appointed by them, to inspect the Tramways Company's books, for the purpose of satisfying themselves as to the accuracy of the said statements furnished by the Tramways Company, and the Company shall give effect to any mistake which may be shown on the statement rendered.

Thirteenth. The one half of the expenses incurred by the first and second parties hereto in relation to the preparation of this Agreement and relative correspondence shall be paid by the said third parties and the Company; and the first and second parties shall not be liable to pay any expenses incurred by the said third parties or the Company in reference thereto.

Fourteenth. This Agreement is contingent upon the Tramways Company obtaining and getting confirmed by Parliament a Provisional Order from the Board of Trade, in terms of "The Tramways Act, 1870;" and this Agreement shall either be scheduled to and confirmed by such Provisional Order, or the provisions hereof incorporated therewith, in the option of the first and second parties.

Lastly. The whole parties consent to the registration hereof for preservation and execution. In witness whereof these Presents, written upon this and the three preceding pages of stamped paper by Robert MacFarlan, clerk to Thomas Littlejohn Galbraith, town clerk, Stirling, are (under the declaration that the word "tramways," occurring in the eleventh line from the top of the first page hereof is written partly on an erasure, and that the word "the" in the last line of the same page is deleted) subscribed, along with a duplicate hereof, as

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*Stirling and
 Bridge of
 Allan.*

follows; viz., by George Christie, Esquire, provost of the burgh of Stirling, and chairman of the Commissioners of Police of said burgh, for and on behalf of the first and second parties hereto, and as authorised by them, and the common seal of the said burgh is hereto affixed, at Stirling, on the thirteenth day of December eighteen hundred and seventy-one, before these witnesses, the said Thomas Littlejohn Galbraith and Robert Milne Walker, town clerk depute, Stirling; and by James Mathie and John Murrie, both bankers in Stirling, two of the promoters of the said Stirling and Bridge of Allan tramways, for themselves, and on behalf of the whole other promoters, the third parties hereto, and also on behalf of the said Tramways Company, both at Stirling, the twentieth day of the said month of December and year foresaid, before these witnesses, John M'Neil and George William Meldrum, both clerks to J. and J. Mathie and MacLuckie, writers in Stirling.



GEO. CHRISTIE, Provost.

Thomas L. Galbraith, witness.
 R. M. Walker, witness.
 John M'Neil, witness.
 Geo. W. Meldrum, witness.

JAMES MATHIE.
 JNO. MURRIE.

Tynemouth.

TYNEMOUTH (BOROUGH) TRAMWAYS.

Order authorising the construction of Tramways in the Borough of Tynemouth and its Suburbs.

Short title.

1. This Order may be cited as "The Tynemouth (Borough) Tramways Order 1872."

Incorporation of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the promoters of the undertaking) and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned, have in this Order the same respective meanings:

Provided that the expression "the tramways," or "the undertaking," shall mean the tramways and works and undertaking by this Order authorised:

In this Order the expression "the Corporation" shall mean the mayor, aldermen, and burgesses of the borough of Tynemouth.

Promoters.

A.D. 1872.

4. The Tynemouth (Borough) Tramways Company, Limited, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Tynemouth.
The Pro-
moters.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole twenty acres.

Land by
agreement.

Construction of Tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables, carriage-houses, warehouses, works, and conveniences connected therewith or for the purposes thereof, and may work and use the same.

Construction
of tramways.

The tramways authorised by this Order are,—

- (1.) A Tramway, No. 1, wholly situate in the parish of Tynemouth, in the county of Northumberland, commencing at the eastern end of Front Street, Tynemouth, at a point half a chain west of the public drinking fountain and clock tower situate at the eastern end of that street, and proceeding thence in a westerly direction along Front Street into and along the Shields and Tynemouth Road and Albion Street, and into and along Upper Norfolk Street and the southern end of Northumberland Square, and into and along Howard Street, and terminating at the southern end of the last-named street opposite or nearly opposite the junction therewith of Tyne Street.
- (2.) A Tramway, No. 2, commencing in Howard Street aforesaid, in the said parish of Tynemouth, by a junction with the proposed Tramway No. 1 above described, at a point three-quarters of a chain southward of the intersection of the imaginary centre lines of Howard Street and Saville Street, and proceeding thence in a northerly direction along Howard Street, and curving in a westerly direction into and passing along Saville Street, Saville Street West, and Prudhoe Street, and thence into and for a distance of 360 yards along the new road about to be constructed by the corporation of Tynemouth, and known as "the Howdon Road," and terminating at a point therein where the said proposed "Howdon Road" crosses Pit Row, Low Chirton.
- (3.) A short junction Tramway, No. 3, situate wholly in the parish of Tynemouth, in the county of Northumberland, commencing in Howard Street by a junction with the proposed Tramway No. 1, at a point seventeen yards northward of the intersection of Howard Street and Saville Street, and terminating in Saville Street by a junction with the proposed Tramway No. 2 at a point seventeen yards, measured in a westerly direction, from the said intersection of Howard Street and Saville Street.

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Tynemouth.
Tramways to
be kept on
level with sur-
face of roads.

Additional
crossings,
passing
places, &c.
may be made
where neces-
sary.

Application of
road materials
excavated in
construction
of Promoters
works.

Temporary
tramways may
be made when
necessary.

7. If any road authority hereafter alter the level of any road along or across which any of the tramways are laid, or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

8. The Promoters may, subject to the provisions of this Order and with the consent of the Corporation under their corporate seal, from time to time hereafter make all such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in and authorised by this Order as may from time to time be necessary or convenient for the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters.

Provided, that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Provided also, that after any such crossing, passing place, siding, junction, or other works have been made the Corporation may, by notice to the Promoters under their corporate seal, require the Promoters to remove the same, and if the Corporation so think fit, to remake or relay the same in some other position to be specified in the notice, and the Promoters shall comply from time to time with every such requirement.

9. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority, may be applied by the Promoters so far as may be necessary in or towards the reinstating of the road, and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority or to such person or persons as he may appoint to receive the same: Provided that if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor, or other person, with reference to any of the matters aforesaid, shall be determined in manner provided by "The Tramways Act, 1870," with respect to differences between the Promoters and any road authority.

10. Where, by reason of the execution of any work affecting the surface or soil of any road along which any part of the tramways is laid, it shall in the

opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

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If any difference arises between the Promoters and any road authority with respect to the reasonableness of any regulations, or with respect to the mode of constructing any temporary tramway or tramways under the authority of this section, the same shall be settled in the manner specified in section thirty-three of the Tramways Act, 1870, for the settlement of differences in the said section mentioned.

Traffic upon Tramways.

11. The tramway may be used for the purpose of carrying passengers, animals, goods, minerals, and parcels.

Traffic upon tramways.

Tolls.

12. The Promoters may demand and take for every passenger travelling upon any of the tramways, including tolls for the use of the tramway and of carriages and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding twopence for outside passengers and threepence for inside passengers.

Tolls for passengers.

Provided always, that the maximum charge for passengers travelling upon the tramway between the point of commencement of Tramway No. 1 and Howard Street, both inclusive, or between Howard Street and the point of termination of Tramway No. 2, both inclusive, shall not exceed the sum of one penny for outside passengers and twopence for inside passengers.

13. Every passenger travelling upon the tramways may take with him his personal luggage not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Passengers luggage.

14. The Promoters at all times after the opening of the tramways, or any part or parts thereof, for public traffic shall and they are hereby required to run at least two carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than half past five in the evening respectively, as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the Promoters nevertheless not being required to take any fare less than one penny): Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, or the number of passengers carried, the said Board shall have power to fix and regulate the same from time to time.

Cheap fares for labouring classes.

15. The Promoters may demand and take in respect of any animals, goods, materials, parcels, or things conveyed on the tramways, any tolls or charges not exceeding the rates specified in the Schedule to this Order annexed.

Tolls for animals and goods.

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Promoters not to be bound to carry goods unless as provided in Order.

Corporation may require Promoters to carry goods.

16. The Promoters shall not, except as by this Order otherwise provided, be bound to carry, unless they think fit, any animals, goods, materials, parcels, or things, other than passengers luggage not exceeding twenty-eight pounds in weight, or than small parcels not exceeding fifty-six pounds in weight.

17. If at any time after the opening of the tramways by this Order authorised, or any of them or any part thereof, for public traffic, the Corporation shall, by notice in writing under the hand of the town clerk, require the Promoters to arrange for and conduct a separate service for the transmission of parcels, goods, articles, or things other than passengers luggage exceeding twenty-eight pounds in weight, the Promoters shall, within three months after receipt of such notice, arrange for such service upon the terms of payment of tolls in respect of such parcels, goods, articles, passengers luggage, or things by this Order authorised; but such service shall not, unless with the consent of the Promoters, be required to exceed two trains passing in each direction over the whole length of the tramways on each day, Sundays excepted; and in the event of any difference arising between the Corporation and the Promoters in respect thereof, the same shall be settled in the manner specified in section 33 of The Tramways Act, 1870, for the settlement of differences in the said section mentioned.

Limitation as to size of trucks and goods.

18. Nothing in this Order shall be construed to oblige the Company to provide for the conveyance of goods, animals, materials, parcels, or things, in trucks, or to carry goods of greater length or width than fifteen feet in length or seven feet in width.

As to payment of tolls.

19. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters may, by notice to be annexed to the list of tolls, appoint.

Miscellaneous.

Form and delivery of notices.

20. With respect to notices and to the delivery thereof by or to the Promoters the following provisions shall have effect; (namely,)

(1.) Every notice shall be in writing or print, or partly in writing and partly in print; and if given by the local authority, or any road authority, shall be sufficiently authenticated by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by the local authority, or any road authority or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Promoters, as the case may be, or by being sent by post in a registered letter, addressed to their respective clerk or secretary, at their principal office.

Provisions as to general Acts.

21. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force, or which may hereafter pass during this or any future session of Parliament.

SCHEDULE.

Rates for the Conveyance of Goods, Animals, &c.

GOODS.

(Class 1.)

For dung, and all sorts of manure, chalk, and all undressed materials for the repair of roads or highways :

For all coals, coke, culm, ironstone, and iron ore :

For all charcoal, limestone, stones for building, pitching, and paving, bricks, tiles, slates, clay, and sand :

For all iron, lead, tin, and tin plates (except nails, utensils, or other articles of merchandise) :

Not exceeding for the use of the tramway fourpence per ton per mile :

If conveyed in carriages provided by the Promoters, an additional sum per ton per mile not exceeding one fourth of a penny :

If drawn or propelled by power provided by the Promoters, a further sum per ton per mile not exceeding one halfpenny.

(Class 2.)

For all dead meat, ships stores, other goods, provisions, wares, merchandise, articles, matters, or things (except carriages herein-after otherwise provided for), fourpence per hundredweight for the whole distance or any portion thereof, which tolls shall include the use of the tramways, waggons, trucks, and motive power, and every other expense incidental to the conveyance.

For a fraction of a hundredweight the Promoters may demand toll according to the number of quarters of a hundredweight in the fraction, and if there be a fraction of a quarter, the fraction shall be deemed a quarter.

(Class 3.)

For every carriage of whatever description (not being a carriage adapted and used for travelling on a tramway, and not weighing more than a ton), not exceeding for the use of the tramway sixpence per mile, and the sum of twopence per mile for every additional quarter of a ton, or fractional part of a quarter of a ton, above one ton which any such carriage may weigh :

If any such carriage be conveyed on a truck or platform provided by the Promoters, an additional sum per mile not exceeding twopence :

If drawn or propelled by power provided by the Promoters, a further sum per mile not exceeding twopence.

ANIMALS.

(Class 4.)

For every horse, mule, ass, or other beast of draught or burden, ox, cow, bull, or head of neat cattle, conveyed in or upon any carriage, not exceeding for the use of the tramway threepence per mile :

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A.D. 1872. If conveyed in or upon any carriage provided by the Promoters, an additional sum per mile not exceeding one penny:
Tynemouth. If such carriage be drawn or propelled by power provided by the Promoters, an additional sum per mile not exceeding twopence.

(Class 5.)

For every calf, pig, sheep, lamb, or other small animal conveyed in or upon any carriage, not exceeding for the use of the tramway one penny per mile:

If conveyed in any carriage provided by the Promoters, an additional sum per mile not exceeding one farthing:

If such carriage be drawn or propelled by power provided by the Promoters, an additional sum per mile not exceeding one penny.

The maximum rate of charge to be made by the Promoters for the conveyance of animals, articles, matters, or things respectively included in the classes before mentioned, including the tolls for the use of the tramway, and of carriages, and cost of moving power, and every other expense connected with such conveyance, shall not exceed the amounts following:

For the matters mentioned in Class 1, not exceeding fourpence three farthings per ton per mile:

For the matters mentioned in Class 2, not exceeding sixpence per ton for the whole distance or any part thereof:

For any carriage mentioned in Class 3, not weighing more than one ton, not exceeding tenpence per mile, and if weighing more than one ton, not exceeding twopence per mile for every quarter of a ton or fractional part of a ton additional:

For everything mentioned in Class 4, not exceeding sixpence per mile:

For everything mentioned in Class 5, not exceeding twopence farthing per mile.

Provided always, that it shall be lawful for the Promoters to demand and take, in addition to the tolls and rates of charge herein-before authorised, a reasonable sum for the delivery and collection of goods and other services incidental to the business of a carrier where such services respectively shall be performed by the Promoters otherwise than on the premises of the tramway.

The following provisions and regulations shall, except where otherwise expressly provided, be applicable to the calculations of the tolls:

For passengers, animals, or things, conveyed on the tramway for a less distance than two miles, the Promoters may demand tolls as for two miles:

For a fraction of a mile beyond two miles, or beyond any greater number of miles, the Promoters may demand tolls on merchandise for such fraction in proportion to the number of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile, such fraction shall be deemed a quarter of a mile; and in respect of passengers, every fraction of a mile beyond an integral number of miles shall be deemed a mile.

For a fraction of a ton, the Promoters may demand toll according to the number of quarters of a ton in the fraction, and if there be a fraction of a quarter of a ton, the fraction shall be deemed a quarter of a ton.

With respect to all things, except stone and timber, the weight shall be determined according to the usual avoirdupois weight.

With respect to stone and timber, forty feet of oak, mahogany, teak, beech, or ash, and fifty feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

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Rates for the conveyance of small parcels.

For any parcel not exceeding seven pounds in weight, twopence :

For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight, threepence :

For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight, fourpence :

For any parcel exceeding twenty-eight pounds and not exceeding fifty-six pounds in weight, sixpence :

For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds, such sum as the Promoters may 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.

The above-mentioned rates for the conveyance of small parcels shall include the use of the tramways, carriages, and motive-power, and every other expense incidental to such conveyance.

Provided always, that it shall be lawful for the Promoters to demand and take, in addition to the said rates, a reasonable sum for the delivery and collection of small parcels and other services incidental to the business of a carrier, where such services respectively shall be performed by the Promoters otherwise than on the premises of the tramway.

Rates for the conveyance of single articles of great weight.

For the conveyance of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall not exceed eight tons, but shall exceed four tons, such sum as the Promoters may think fit, not exceeding three shillings per ton :

For the conveyance of any single piece of timber, stone, machinery, or other single article, the weight of which with the carriage shall exceed eight tons, such sum as the Promoters may think fit.

The above-mentioned rates for the conveyance of single articles of great weight shall include the use of the tramway, carriages, and motive-power, and every other expense incidental to such conveyance.

