CHAPTER xci.

An Act to empower the Dublin Tramways Company to construct new tramways; and for other purposes. A.D. 1873.

[7th July 1873.]

WHEREAS by "The Dublin Tramways Act, 1871," the Dublin Tramways Company (herein-after called "the Company") were incorporated and empowered to lay down in and near the city of Dublin the tramways in that Act mentioned: 34 & 35 Vict. c. lxxxviii.

And whereas it is expedient that the Company should be empowered to lay down and maintain the several additional tramways in this Act described:

And whereas plans and sections showing the lines and levels, and describing the position in the streets along which they are to be laid down of the tramways and works by this Act authorised, and books of reference to those plans have been deposited with the respective clerks of the peace for the county of Dublin and for the county of the city of Dublin, and those plans, sections, and books of reference are in this Act referred to as the deposited plans, sections, and books of reference respectively:

And whereas the objects of this Act cannot be attained without the authority of Parliament:

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

1. This Act may be cited for all purposes as "The Dublin Tramways Act, 1873." Short title.

2. The provisions of "The Companies Clauses Consolidation Act, 1845," Provisions of general Acts herein named incorporated.

With respect to the distribution of the capital of the Company into shares;

With respect to the transfer or transmission of shares;

With respect to the payment of subscriptions and the means of enforcing the payment of calls;

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With respect to the forfeiture of shares for nonpayment of calls;

With respect to the remedies of creditors of the Company against the shareholders;

With respect to the borrowing of money by the Company on mortgage or bond;

With respect to the conversion of the borrowed money into capital;

With respect to the consolidation of shares into stock; and

With respect to the provision to be made for affording access to the special Act:

Part I. (relating to cancellation and surrender of shares), and Part II. (relating to additional capital), and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, are incorporated with and form part of this Act, save where the same are expressly varied or excepted by this Act, and except as to the following provisions; namely,

(1.) With respect to the purchase and taking of lands otherwise than by agreement:

(2.) With respect to the entry upon lands by the promoters of the undertaking.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or in part incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Act of 1871" shall mean "The Dublin Tramways Act, 1871;" the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking of the Company as authorised by the Act of 1871 and this Act or any part thereof; the expressions "street" and "road" mean respectively any carriageway being a public highway, and the carriageway of any bridge forming part of or leading to the same, and the expression "the corporation" shall mean the lord mayor, aldermen, and burgesses of the city of Dublin; and the expression "road authority" shall mean the corporation, commissioners, grand jury, or other body having the control of the roads or streets referred to; the expression "district" in relation to a road authority shall mean the area within the jurisdiction of such road authority.

Power to make tramways.

4. Subject to the provisions of this Act, the Company may make, form, lay down, and maintain in the lines and according to the levels shown on the deposited plans and sections, and in all respects in accordance with the deposited plans and sections, the street tramways herein-after described, with all proper rails, plates, works, and conveniences connected therewith, and may enter upon,

take, and use such of the lands delineated on the said plans, and described in the deposited books of reference as may be required for that purpose. The tramways herein-before referred to and authorised by this Act are:

Tramways No. 1 and No. 1A, being a double line, five chains in length, wholly in the city of Dublin, commencing in Parkgate Street at or near the north end of King's Bridge, by junctions with tramways No. 1 and No. 1A authorised by "The Dublin Tramways Act, 1871," passing thence over King's Bridge, and terminating in Victoria Quay at or near the southern end of King's Bridge, by junctions with the existing tramways of the Company:

Tramways No. 2 and No. 2A, being a double line, one furlong and nine chains in length, wholly in the city of Dublin, commencing in Lower Sackville Street at or near the junction therewith of Abbey Street, by junctions with tramways No. 6 and No. 6A, constructed under the powers of "The Dublin Tramways Act, 1871," passing thence into and along Lower Abbey Street, and terminating in Beresford Place at or near the junction therewith of Lower Abbey Street, by junctions with tramways No. 2 and No. 2A authorised by the said Act:

Tramways No. 3 and No. 3A, being a double line, two furlongs and three chains in length, wholly in the city of Dublin, commencing in Beresford Place at or near the junction therewith of Lower Gardiner Street, by junctions with tramways No. 2 and No. 2A, authorised by "The Dublin Tramways Act, 1871," passing thence in a northerly direction into and along Lower Gardiner Street, and in an easterly direction into and along Talbot Street, and terminating in Amiens Street at a point opposite the principal entrance to the Drogheda Railway Terminus, by junctions with the aforesaid tramways No. 2 and No. 2A:

Tramways No. 4, No. 4A, No. 4B, No. 4C, and No. 4D, one mile two furlongs and seven chains in length, whereof one mile one furlong and five chains is double line, and one furlong and two chains is single line, wholly in the city of Dublin, commencing at or near the fountain in James Street at the junction therewith of Bow Lane, passing in an easterly direction along James Street, James's Gate, Thomas Street, Cutpurse Row, Corn Market, High Street, Christchurch Place, Castle Street, Cork Hill, Dame Street, and College Green, and terminating in College Green by junctions with tramways No. 9 and No. 9A,

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constructed under the powers of "The Dublin Tramways Act, 1871," at a point one chain or thereabouts north of the principal entrance gate to Trinity College:

Tramway No. 5 and No. 5A, being a double line, one mile three furlongs and seven chains in length, commencing in Northumberland Road, in the parish of Saint Peter and county of Dublin, by junctions with tramway No. 12A and No. 12, constructed under the powers of "The Dublin Tramways Act, 1871," at or near the intersection of Northumberland Road and Haddington Road, passing along Northumberland Road and Pembroke Road, over Ball's Bridge and along Merrion Road, and terminating in Merrion Road at or near the intersection thereof by Aylesbury Road, in the parish of Donnybrook and county of Dublin:

Tramways No. 6, No. 6A, No. 6B, No. 6C, No. 6D, No. 6E, No. 6F, and No. 6G, two miles one furlong and three and one half chains in length, whereof one mile six furlongs five and a half chains is double line, and two furlongs and eight chains is single line, commencing by junctions with tramways No. 5 and No. 5A at their points of termination, herein-before described, passing along Merrion Road, Booterstown Road, Williamstown Street, Williamstown Road, Rock Hill, and Main Street, and terminating at or near the eastern end of Main Street, Blackrock, in the county of Dublin:

Tramways No. 7 and No. 7A, two furlongs three and one half chains in length, whereof one furlong five and a half chains is double line and eight chains is single line, situate wholly in the parish of Donnybrook and county of Dublin, commencing by a junction with tramways Nos. 13 and 13A, authorised by "The Dublin Tramways Act, 1871," at their point of termination, passing along Donnybrook Road and Stillorgan Road, and terminating on the south-west side of Stillorgan Road at a point two chains or thereabouts south-east of Anglesea Bridge:

Tramways No. 8 and No. 8A, two furlongs one and a quarter chains in length, wholly in the city of Dublin, commencing by junctions with the tramways No. 10 and No. 10A, authorised by "The Dublin Tramways Act, 1871," at or near the junction of Harcourt Street and Hatch Street, passing along Hatch Street, Wellington Square, and Earlsfort Terrace, and terminating in Earlsfort Terrace by junctions with the existing tramway of the Company at its termination.

Tramways not to be opened until inspected and certified.

5. The tramways to be constructed under this Act shall not be opened for public traffic, until the same have been inspected and certified to be fit for such traffic by the Board of Trade.

Penalty for not maintaining rails and roads.

6. The Company shall at all times maintain and keep in good condition and repair, and so as not to be a danger or annoyance to the ordinary traffic, the rails of the tramways constructed under this Act, and the sub-structure upon which the same rest; and if the Company at any time fail to comply with this provision, they shall be subject to a penalty not exceeding five pounds for every day on which such non-compliance continues.

Authorising agreement for the use of tramways.

7. Section thirty-two of the Act of 1871 is hereby repealed, and in lieu thereof be it enacted that the Company may from time to time, subject to the provisions of Part III. of "The Railways Clauses Act, 1863," enter into and carry into effect contracts, agreements, and arrangements for or with reference to the use by any other company, corporation, or person of the tramways or any of them, or any part or parts thereof respectively, and the tolls, rates, and charges to be paid for such use, and the terms and conditions of such user, and all incidental matters; and in construing the said provisions for the aforesaid purposes, the tramways shall be deemed to be substituted for the railway.

Extending certain sections of Act of 1871 to this Act.

8. The sections of the Act of 1871 set forth and specified in the schedule to this Act annexed, shall extend to and form part of this Act, as fully and effectually as if those sections had been expressly repeated and re-enacted in this Act.

Power to raise new capital.

9. The Company may from time to time raise, by the creation and issue of new shares of not less than ten pounds each, such sums of money as they shall think necessary, not exceeding in the whole eighty thousand pounds in addition to the moneys which they are already authorised to raise by shares.

Shares not to be issued until one fifth part thereof shall have been paid up.

10. The Company shall not issue any share created under the authority of this Act, nor shall any share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Calls.

11. One fifth of the amount of a share shall be the greatest amount of a call, and three months at least shall be the interval between successive calls, and three fourths of the amount of a share shall be the utmost aggregate amount of calls in any year upon any share.

Power to divide shares.

12. Subject to the provisions of this Act, the Company with the authority of three fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose, may from time to time divide any share in their capital into half shares, of which one shall be called "pre-

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ferred half share," and the other shall be called "deferred half share:" Provided always, that the Company shall not divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up, and upon every such division fifty per centum upon the entire share shall be carried to the credit of the deferred half share (being the whole amount payable thereon), and the residue to the credit of the preferred half share.

Dividends on half shares.

13. The dividend which would from time to time be payable on any divided share if the same had continued an entire share shall be applied in payment of dividends on the two half shares, in manner following; (that is to say,) first, in payment of dividend after such rate, not exceeding six per centum per annum, as shall be determined once for all at a general meeting of the Company specially convened for the purpose on the amount for the time being paid up on the preferred half share, and the remainder, if any, in payment of dividend on the deferred half share, and the Company shall not pay any greater amount of dividend on the two half shares than would have from time to time been payable on the entire share if the same had not been divided.

Dividends on preferred shares to be paid out of the profits of the year only.

14. Each preferred half share shall be entitled, out of the profits of each year, to the dividend which may have been attached to it by the Company as aforesaid in priority to the deferred half share bearing the same number, but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half share for that year, no part of the deficiency shall be made good out of the profits of any subsequent year, or out of any other funds of the Company.

Half shares to be registered and certificates issued.

15. Forthwith after the creation of any half shares the same shall be registered by the directors, and each half share shall bear the same number as the entire share certificate in respect of which it was issued, and the directors shall issue certificates of the half shares accordingly, and shall cause an entry to be made in the register of the entire shares of the conversion thereof: Provided always, that the directors shall not be bound to issue a certificate of any half share until the certificate of the existing share be delivered to them to be cancelled, unless it be shown to their satisfaction that the certificate is destroyed or lost, and on any certificate being so delivered up the directors shall cancel it.

Terms of issue to be stated in certificates.

16. The terms and conditions on which any preferred half share or deferred half share created under this Act is issued shall be stated on the certificate of each such half share.

Forfeiture of preferred shares.

17. The provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the forfeiture of shares for nonpayment of calls, shall apply to all preferred half shares to be created under the authority of this Act, and every such preferred half share shall, for that purpose, be considered a whole share distinct from the corresponding deferred half share: Provided always, that until any forfeited preferred half share shall be sold by the directors of the Company all dividends which would be payable thereon, if the same had not been forfeited, shall be applied in or towards payment of any expenses attending the declaration or forfeiture thereof, and of the arrears of calls for the time being due thereon with interest.

Preferred shares not to be cancelled or surrendered.

18. No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company.

Half shares to be half shares in capital.

19. The several half shares under this Act shall be half shares in the capital of the Company, and every two half shares, whether preferred or deferred or one of each, held by the same person shall confer such right of voting at meetings of the Company, and (subject to the provisions herein-before contained) shall confer and have all such other rights, qualifications, privileges, liabilities, and incidents as attach and are incident to an entire share.

Receipts on behalf of incapacitated persons.

20. If any money be payable to any shareholder being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate, as the case may be, shall be a sufficient discharge to the Company for the same.

Power to borrow on mortgage.

21. The Company may from time to time borrow on mortgage, in addition to the sums which they are already authorised to borrow, any sum or sums not exceeding in the whole twenty thousand pounds, and of that sum they may borrow from time to time not exceeding ten thousand pounds in respect of every forty thousand pounds of the said capital of eighty thousand pounds by this Act authorised to be raised by shares; but no part of any such sum of ten thousand pounds shall be borrowed until the whole of the respective forty thousand pounds of capital in respect of which it is to be borrowed is issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the fortieth section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that the whole of the respective forty thousand pounds of capital has been issued and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such forty thousand pounds has been paid on account thereof before or at the time of the issue or acceptance thereof, and that the

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respective forty thousand pounds of capital was issued bonâ fide and is held by the persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

For appointment of a receiver.

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

Moneys borrowed on mortgage to have priority.

23. All moneys to be borrowed on mortgage under any former Act relating to the Company, or under this Act, from the time when the same shall be advanced and the interest for the time being due thereon, shall (except as otherwise provided by the next following section of this Act) have priority against the Company, and all the property from time to time of the Company, over all other claims on account of any debts incurred or to be incurred, or engagements entered into or to be entered into by them; but nothing in this section shall affect any claim in respect of land acquired by the Company for the purposes of this Act, or injuriously affected by the construction of the tramway, or by the exercise of any of the powers conferred upon the Company.

Existing mortgages to have priority.

24. All mortgages granted by the Company under the authority of the Act of 1871 which shall be subsisting at the passing of this Act shall during the continuance thereof have priority over all mortgages granted under the authority of this Act.

Application of moneys.

25. All moneys raised under this Act, whether by shares or borrowing, shall be applied for the purposes of this Act only.

Mortgages to comprise purchase money paid on compulsory sale.

26. Every mortgage of the Company's undertaking shall be deemed to comprise all purchase money which may be paid to the Company in the event of a compulsory sale to the local authority under the provisions of the Act of 1871, or this Act, and may comprise all or any moneys carried to the contingency fund according to the terms of the mortgage.

Endorsement of notice of power of

27. Every mortgage deed granted by the Company under this Act shall be endorsed with notice that such mortgage will not be

a charge upon the tramways in the event of their being purchased by the local authority under the provisions of the Act of 1871 or this Act.

future purchase by the corporation.

28. And whereas the Company has not created and issued any debenture stock, therefore section fifty-seven of the Act of 1871 is hereby repealed, and the Company shall not create or issue debenture stock.

Company not to create debenture stock.

29. The tramways shall be completed within two years from the passing of this Act, and on the expiration of that period the powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Period for completion of works.

30. If the Company fail within the period limited by this Act to complete the tramways authorised to be made by this Act, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the said tramways are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the works; and the said penalty may be applied for by any landowner or road authority claiming to be compensated in accordance with the provisions of the next following section of this Act, and in the same manner as the penalty provided in the third section of the Act seventeen and eighteen Victoria, chapter thirty-one, known as "The Railway and Canal Traffic Act, 1854," and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in the said third section of the Act seventeen and eighteen Victoria, chapter thirty-one, to an account opened or to be opened in the name or with the privity of the Accountant General of the Court of Chancery in Ireland, in the bank named in such warrant or order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such tramway by unforeseen accident or circumstances beyond their control; provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Penalty if tramways not completed within time limited.

31. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due publication in the "Dublin Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or

Application of penalty.

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otherwise rendered less valuable by the commencement, construction, or abandonment of the said tramways, or any portions thereof, and in compensating all road authorities for the expense incurred by them in taking up any tramway or materials connected therewith, placed by the Company in or on any road vested in or maintainable by such road authorities respectively, and in making good all damage caused to such roads by the construction or abandonment of such tramway, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in Ireland may seem fit; and if no such compensation shall be payable, or if a portion of the said sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer, in such manner as the Court of Chancery in Ireland thinks fit to order on the application of the solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or in the discretion of the court, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver, or to the liquidator or liquidators of this Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Land by agreement.

32. The Company may from time to time purchase and acquire (by agreement) in addition to any land which they are already authorised to acquire such land as they may require for their undertaking, not exceeding in the whole five acres.

Tolls.

33. The Company may demand and take in respect of the tramways the tolls and charges which they are by the Act of 1871 authorised to demand and take with respect to the tramways by that Act authorised, as if the tramways had formed part of the tramways by that Act authorised; provided always, that the Company may demand and take for every passenger travelling upon the tramways by the Act of 1871 or this Act authorised, for a distance exceeding three miles and being less than four miles, any sum not exceeding fourpence.

Maximum rates for cattle and goods.

34. The maximum rate of charge to be made by the Company for the conveyance of animals and goods on the tramways, including the tolls for the use of the tramways, and for waggons or trucks or motive power, and every other expense incidental to the conveyance,

except a reasonable sum for loading, covering, and unloading of goods, and for delivery and collection, and any other service incidental to the duty or business of a carrier, when such services or any of them are or is performed by the Company, shall not exceed the following sums per mile; (that is to say,)

Tolls for cattle and goods.

For every horse, mule, cow, bull, or head of cattle, sixpence per head:

For calves, pigs, sheep, and small animals, threepence farthing per head:

For all coals, coke, culm, charcoal, cannel, limestone, iron, iron ore, stone, bricks, slates, tiles, 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, not exceeding threepence:

For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), per ton, not exceeding fourpence:

For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matter, or things, per ton, not exceeding fivepence:

For every carriage of whatever description not exceeding one ton in weight, tenpence, and for every quarter of a ton beyond one ton which such carriage may weigh, an additional charge of twopence.

Regulations as to tolls.

The following provisions and regulations shall apply to the fixing of all tolls and charges under this Act; (that is to say,)

For articles or animals conveyed on the tramway for a less distance than four miles the Company may demand tolls and charges as for four miles:

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

For the fraction of a ton the Company 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.

Tolls for small parcels and single

With respect to small parcels and single articles of great weight, notwithstanding the rates prescribed by this Act, the Company may

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articles of great weight.

demand and take any tolls not exceeding the following; (that is to say,)

For the carriage of small parcels on the tramways, as follows:

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:

For any parcel exceeding fifty-six pounds the Company 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.

Recovery of tolls, penalties, &c.

35. All tolls, charges, penalties, and other moneys which under the Act of 1871 and this Act may become payable to or by the Company, may be recovered in any court of competent jurisdiction, or (or at the option of the party claiming the payment, or, as the case may be, of the Company) in manner provided by "The Railways Clauses Consolidation Act, 1845," with respect to the recovery of damages not specially provided for and penalties.

Repeal of sect. 78 of Act of 1871.

36. Section seventy-eight of the Act of 1871 is hereby repealed.

Interest not to be paid on calls paid up.

37. The company shall not out of any money by this Act authorised to be raised by calls or by borrowing pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him: Provided always, that this Act shall not prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

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

Tramways not exempt from pro-

39. 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, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges authorised to be taken by the company. A.D. 1873. Provisions of present and future general Acts.

40. All the costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company. Expenses of Act.

SCHEDULE referred to in the foregoing Act.

Sections of Act of 1871 incorporated with Act.

Number of Section.	Matter to which Clause relates.
6	Mode of formation of tramways.
7	Passing places to be constructed where less than a certain width between footway and tramway.
8	Reserving power to road authorities to alter level of roads.
9	Power to break up streets.
10	Completion of works and reinstatement of roads.
12	Repairs of part of road where tramway is laid.
13	Road authority and Company may contract for paving roads on which tramways are laid.
14	Right of user only.
15	Reserving powers of road authorities to widen roads, &c.
16	Provision as to gas and water companies.
17	For protection of sewers, &c.
18	Saving rights of road authorities to open roads.
19	Protecting bridges over railways and canals.
20	Form and delivery of notices.
21	As to differences between Company and road authority.
22	Penalty for obstruction in exercise of their powers.
23	Power for Company to use tramways with flange-wheeled carriages.
24	Licenses to use tramway.
25	In default of payment of tolls Company may detain and sell licensees carriages.
26	Licensees to give account of passengers carried by them.
27	Licensees not giving account of passengers carried, liable to a penalty.
28	Disputes as to amount of tolls to be settled by justice.

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Number of Section.	Matter to which Clause relates.
29	Owners of carriages liable for damage done by their servants.
30	Persons using tramways with carriages with flange wheels, to forfeit 20*l.* on each occasion to the Company.
31	Corporation may use tramways for certain purposes.
33	Penalties for wilful injury or obstruction to tramways.
34	Company to be responsible for all damages.
35	Power for road authority to regulate traffic in streets.
36	Reservation of right of public to use streets.
37	Tramways if discontinued to be removed.
38	Proceedings in case of insolvency of Company.
39	As to winding up the affairs of the Company.
40	Power of sale after tramways opened for six months.
41	Regulating inquiries before referee appointed by the Board of Trade.
67	Passengers luggage.
68	Cheap fares for labouring classes.
69	Company not bound to carry goods.
70	Lists of tolls to be exhibited in carriages.
71	Tolls to be paid as directed by Company.
72	Penalty on passengers practising frauds on the Company.
73	Transient offenders.
74	Penalty for bringing dangerous goods on tramway.
75	Byelaws.
76	Penalties for breach of byelaws.
77	Proof of byelaws.
79	Provision as to purchase by corporation.
80	Accounts to be produced to the corporation.

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