CHAPTER ccviii.

An Act to authorise the Lord Provost Magistrates and Council of the City of Glasgow to construct additional Tramways and for other purposes. [24th August 1893.]

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WHEREAS by the Glasgow Street Tramways Act 1870 and subsequent Acts amending and enlarging the same the Lord Provost Magistrates and Council of the city and royal burgh of Glasgow (herein called the Corporation and the city respectively) were authorised to make and maintain tramways within the city and its neighbourhood and to borrow money for that purpose:

And whereas the Corporation have constructed the greater part of the tramways authorised by those Acts:

And whereas it is expedient that the Corporation should be authorised to construct additional tramways and to raise money for the purposes of those Acts and of this Act:

And whereas it is expedient that the Glasgow Police Commissioners should be authorised to form a new street between Alexandra Parade and Millburn Bridge and to divert and close up portions of Townmill Road:

And whereas it is expedient that the Glasgow Police Commissioners should be authorised to erect offices for their health officers and to borrow money therefor:

And whereas it is expedient that the Glasgow Police Commissioners should be authorised to borrow further sums of money for the sewers purposes of the Glasgow Police Acts and for the streets maintenance and repair purposes of the Roads and Bridges (Scotland) Act 1878:

And whereas it is expedient that further powers be conferred on the Corporation as in this Act provided:

And whereas plans and sections and additional plans and sections showing the lines and levels of the proposed tramways and other works and the lands to be taken for the purposes thereof and the other purposes of this Act and books of reference to those plans

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containing the names of the owners or reputed owners lessees or reputed lessees and of the occupiers of those lands have been deposited with the principal sheriff clerk of the county of Lanark and such plans and sections and additional plans and sections and relative books of reference are in this Act respectively referred to as the deposited plans sections and book of reference and additional deposited plans sections and book of reference as the case may be:

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

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

Short title.

1. This Act may be cited for all purposes as the Glasgow Corporation Act 1893 and the Glasgow Corporation Tramway Acts 1870 to 1891 and this Act may be cited together as the Glasgow Corporation Tramway Acts 1870 to 1893 and are collectively referred to in this Act as the Glasgow Tramway Acts.

Incorporation of Acts.

2. The following Acts and parts of Acts (that is to say):—

The Lands Clauses Acts;

Section 3 (Interpretation of terms) and Parts II. and III. of the Tramways Act 1870 except—

Section 34 (Carriages) except so much thereof as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage;

Section 43 (Future purchase of undertaking by local authority);

Section 44 (Powers of sale);

Section 46 (Byelaws by local authority);

Section 47 (Penalties may be imposed in byelaws);

Section 48 (Powers to local authority to license drivers conductors &c.); and

Section 54 (Penalty for persons using tramways with carriages with flange wheels &c.);

as far as they are applicable for the purposes of and are not varied by or inconsistent with this Act are hereby incorporated with and form part of this Act and the expression "the Company" in the Tramways Act 1870 shall mean the Corporation.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts and parts of Acts incorporated herewith and by the Glasgow Tramway Acts (other than this Act) have the same respective meanings unless there be something in the subject or context repugnant to such construction or unless herein otherwise expressly provided:

"The lease" and "the lessees" mean respectively any lease granted or to be granted in pursuance of the Glasgow Tramway Acts and the lessees under such lease;

"The intended tramway" or "the intended tramways" mean the tramways and works in connexion therewith by this Act authorised or any part thereof;

"The tramways" or "the tramway undertaking" means the tramways or the tramway undertaking of the Corporation;

"Existing tramways" means the tramways now belonging to the Corporation;

"Tramway route" means the route traversed by any single tramway car on the Corporation tramways or on any tramways over which they have or may acquire running powers;

"Street" or "road" means respectively the carriageway of any street road bridge thoroughfare or place and includes the surface pavement soil and subsoil of a street and any bridge forming part of or leading to the same and being under the control of the road authority;

"The city" means the city and royal burgh of Glasgow;

"The Corporation" means the Lord Provost Magistrates and Council of the city;

"The parks and galleries trustees" means the Corporation acting in the execution of the Glasgow Public Parks Act 1878 and any Acts amending the same;

"The police commissioners" means the Glasgow Police Commissioners;

"Road authority" means the Police Commissioners or other body having the control of the street or road referred to;

"Sheriff" means the sheriff of the county of Lanark and includes his substitutes;

"Town clerk" means the town clerk of the city;

"Police Acts" means the Glasgow Police Acts 1866 to 1892.

Amendment of Tramways Act 1870.

4. Parts II. and III. of the Tramways Act 1870 incorporated with this Act shall for the purposes of this Act have effect subject and according to the provisions following viz.:—

Section 27 shall have effect as if it were therein provided that any penalty therein mentioned shall belong to and be paid over to the road authority;

Section 28 shall have effect as if five feet were therein mentioned instead of four feet and as if it were therein provided that if the Corporation abandon their undertaking or any part of the same and take up any tramway or any part of any tramway belonging to them the portion of the road upon which such

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tramway is laid shall be restored by them in manner therein mentioned to as good a condition as that in which it was before the tramway was laid thereon or at the time of abandonment as the road authority shall direct;

Sections 33 and 58 shall have effect as if the sheriff of the county in which the subject of the matter in difference is situate or to which the byelaws relate or in which the turnpike road is situate as the case may be was therein mentioned instead of the Board of Trade;

Section 41 shall have effect as if it were therein provided that the materials of any tramway or part of tramway removed may be used by the road authority themselves and that the road authority may out of the proceeds of any sale of such materials or of the value of the materials so used pay and reimburse themselves the amount of cost certified as therein provided and of the cost of sale and the balance if any of the proceeds of the sale or of such value shall be paid over by the road authority to the Corporation.

Power to make tramways.

5. Subject to the provisions of this Act and of Parts II. and III. of the Tramways Act 1870 as varied by this Act the Corporation may make form lay down work use and maintain the tramways herein-after described in the lines and according to the levels shown on the deposited plans and sections and the additional deposited plans and sections with all proper rails chairs plates wires poles conduits tubes ropes engines engine-houses subways manholes shafts sleepers junctions points turntables works and conveniences connected therewith The tramways herein-before referred to and authorised by this Act are—

A tramway No. 1 1 furlong 3·60 chains in length wholly double line situate in the city parish of Glasgow and the barony parish of Glasgow commencing by a junction with the existing tramways in West Nile Street at a point 7 yards or thereabouts measured southwards along the centre of West Nile Street from the southern line of Sauchiehall Street and thence passing northwards along West Nile Street and turning into and proceeding in a north-westerly direction along Cowcaddens and terminating in Cowcaddens by a junction with the existing tramways at points opposite the western side of Renfield Street;

A tramway No. 2 5 furlongs 1·31 chains in length wholly double line situate in the city parish of Glasgow and Maryhill parish commencing by a junction with the existing tramways in Garscube Road at a point 7 yards or thereabouts measured southward along the centre of Garscube Road from the

production of the northern side of Raglan Street and thence passing in a north-westerly direction along Garscube Road and terminating in that road by junctions with the existing tramways at a point 60 yards or thereabouts north-westward from the north-western end of the building situate at the north-western junction of New City Road with Garscube Road;

A tramway No. 3 5 furlongs 3·52 chains in length wholly double line excepting for a length of 35 yards at the commencement thereof which will be single line but which portion of tramway will nevertheless along with the existing tramway form a double line at that place and a length of 16 yards at the termination thereof which will be single line situate in the city parish of Glasgow and the parish of Maryhill the one line commencing by a junction with the existing tramways in Possil Road at a point 35 yards or thereabouts measured in a south-westerly direction from the termination of the single line of tramway in that road and the other line commencing by a junction end on to the existing single line of tramway at its point of termination in Possil Road and thence passing in a north-easterly direction under the aqueduct which carries the Forth and Clyde Canal over the Possil Road and along Possil Road turning into and passing in a northerly direction along Saracen Street and terminating in the space known as Saracen Cross at a point 7 yards or thereabouts measured northward from the southern line of Bardowie Street where it crosses the centre line of Saracen Street;

A tramway No. 4 8·40 chains in length wholly double line excepting for a length of 16 yards at its termination which will be single line situate in the barony parish of Glasgow and the parish of Govan commencing by a junction with the existing tramways in Eldon Street at a point 36 yards or thereabouts measured in an easterly direction from the south-eastern corner of the building on the western side of Park Road at its junction with Eldon Street and thence passing in a westerly direction along Eldon Street across the new bridge to be constructed over the River Kelvin and along Gibson Street and terminating in that street in line with the eastern side of Smith Street;

A tramway No. 5 3·24 chains in length wholly double line situate in the barony parish of Glasgow commencing by a junction with the existing tramways leading from Sauchiehall Street into Saint George's Road at a point 23 yards or thereabouts measured in a north-westerly direction from the north-western corner of Newton Street at its junction with Sauchiehall Street and thence passing in a northerly direction along

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Saint George's Road and terminating in that road by a junction with the existing tramways at a point 5 yards or thereabouts measured in a southerly direction along the tramways from the production of the southern side of Renfrew Street at its junction with Saint George's Road;

A tramway No. 6 1 furlong 7·65 chains in length wholly double line situate in the barony parish of Glasgow commencing by a junction with the existing tramways in Sandyford Street at a point 4 yards or thereabouts measured eastward along the centre of Sandyford Street from the production of the eastern side of Derby Street and thence proceeding westwards along Sandyford Street to Radnor Street thence turning southward into and proceeding along Radnor Street thence turning westwards into Dumbarton Road and joining the existing tramways in Dumbarton Road at a point 7 yards or thereabouts measured in a westerly direction along the tramways from the production of the western side of Radnor Street;

A tramway No. 6A 1·24 chains in length wholly double line situate in the barony parish of Glasgow and forming a junction between the tramways in Derby Street and Dumbarton Road commencing at a point in Derby Street 6 yards or thereabouts measured in a northerly direction along the centre of Derby Street from the southern line of Dumbarton Road and thence turning in an easterly direction into Dumbarton Road and joining the tramways in that road at a point 5 yards or thereabouts measured in an easterly direction along the centre of that road from the production of the eastern side of Derby Street;

A tramway No. 6B 1·18 chains in length wholly double line situate in the barony parish of Glasgow and forming a junction between the tramways in Derby Street and the tramway No. 6 before described commencing by a junction with the tramways in Sandyford Street at a point 5 yards or thereabouts measured in a westerly direction along the centre of that street from the production of the western side of Derby Street and thence turning southward into Derby Street and forming a junction with the tramways there at a point 4 yards or thereabouts measured in a southerly direction along the centre of Derby Street from the production of the southern side of Sandyford Street;

A tramway No. 6C 1·17 chains in length wholly double line situate in the barony parish of Glasgow forming a junction between the tramway No. 6 before described and the existing tramways in Dumbarton Road commencing in Radnor Street at a point 6 yards or thereabouts measured in a northerly

direction along the centre of Radnor Street from the production of the southern side of Dumbarton Road and thence turning in an easterly direction into Dumbarton Road and joining the tramways in that road at a point 4 yards or thereabouts measured in an easterly direction along the centre of Dumbarton Road from the production of the eastern side of Radnor Street;

A tramway No. 7 6 furlongs 8·80 chains in length wholly double line situate in the city parish of Glasgow commencing by a junction with the existing tramways in Castle Street at a point 3 yards or thereabouts measured in a northerly direction along the centre of Castle Street from the production of the northern side of Parliamentary Road and thence proceeding in a southerly direction along Castle Street and High Street and into the open space at Gallowgate and Trongate known as the Cross and terminating near the northern end of Saltmarket by a junction with the existing tramways there at a point 22 yards or thereabouts measured in a westerly direction from the south-western corner of the Gallowgate;

A tramway No. 8 6·36 chains in length wholly double line situate in the city parish of Glasgow commencing by a junction with the existing tramways in Trongate at a point 54 yards or thereabouts measured in an easterly direction along the tramways in Trongate from the line of the eastern side of Candleriggs thence passing in an easterly direction along the new line of Trongate and into London Street and forming a junction with the tramways in London Street at a point 13 yards or thereabouts measured in a south-easterly direction from the north-western corner of London Street at the space known as the Cross;

A tramway No. 9 2 furlongs 7·40 chains in length wholly double line except for a length of 16 yards at its termination which will be single line situate in the parish of Calton commencing by a junction with the existing tramways in London Road at a point 7 yards or thereabouts measured in a westerly direction along the centre of London Road from the production of the western side of Fielden Street and thence passing eastwards along London Road and terminating in that road at a point 69 yards or thereabouts eastward from the western side of Barr Street East at its junction with London Road;

A tramway No. 10 4 furlongs 1·51 chains in length wholly double line excepting for a length of 16 yards at its termination which will be single line situate in the parish of Calton commencing the one line by a junction with the existing tramways on the eastern side of Bridgeton Cross at a point 24 yards or there-

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abouts measured in an easterly direction from the north-eastern corner of James Street and the other line commencing by a junction with the line on the western side of Bridgeton Cross at a point 18 yards or thereabouts measured in a north-easterly direction from the north-eastern corner of James Street and thence both lines passing in a southerly direction along Main Street Bridgeton and terminating in that street at a point 14 yards or thereabouts measured in a south-westerly direction from the south-western corner of Trafalgar Street at its junction with Main Street;

A tramway No. 11 1 furlong 7·97 chains in length wholly double line excepting for a length of 44 yards at its termination which will be single line situate in the parish of Cathcart commencing by a junction with the existing tramways in Cathcart Road at a point 10 yards or thereabouts measured in a northerly direction along the centre of Cathcart Road from the production of the northern side of Queen's Drive and thence proceeding in a southerly direction along Cathcart Road and terminating in that road in line with Victoria Terrace at its junction with Cathcart Road;

A tramway No. 12 3 furlongs 3·67 chains in length wholly double line excepting for a length of 16 yards at its termination which will be single line situate in the parish of Cathcart commencing by a junction with the existing tramways in Langside Road otherwise Queen's Drive at a point 176 yards or thereabouts measured in a south-easterly direction from Queen's Park Gate situate at the southern end of Victoria Road and thence proceeding in a southerly direction along Langside Road and thence into Grange Road and terminating in that road opposite the intersection of the northern side of Battlefield Road with Grange Road;

A tramway No. 13 1 mile 5·04 chains in length wholly double line situate in the parish of Govan the parish of Gorbals and the city parish of Glasgow commencing by a junction with the existing tramways in Cathcart Road at a point 80 yards or thereabouts measured in a southerly direction from the water fountain near the southern end of Crown Street at its junction with Cathcart Street and Cathcart Road and thence proceeding in a northerly direction along Cathcart Road Cathcart Street and Main Street Gorbals thence along the Victoria Bridge over the River Clyde thence turning westwardly into and proceeding in a westerly direction along Great Clyde Street to Dixon Street thence turning into and passing northwardly along Dixon Street and terminating in that street at a point in line with the southern side of Howard Street;

A tramway No. 14 1 furlong 1·75 chains in length wholly single line situate in the city parish of Glasgow commencing by a junction with the western line of tramway No. 13 in Dixon Street at its point of termination thence turning in a westwardly direction into Howard Street and thence turning into Saint Enoch Square and proceeding northwards along the western side of Saint Enoch Square thence passing round the northern side of the square and southwardly along its eastern side crossing Howard Street and turning into and terminating in Dixon Street by a junction with the eastern line of tramway No. 13 at its point of termination in Dixon Street;

A tramway No. 14A 2·47 chains in length wholly single line situate in the city parish of Glasgow commencing by a junction with tramway No. 14 on the western side of Saint Enoch Square at a point 32 yards or thereabouts measured in a northerly direction from the south-west corner of Saint Enoch Square thence turning north-eastwards into the roadway on the northern side of Saint Enoch's Church and passing eastwards along that roadway and thence turning southwards into the eastern side of Saint Enoch Square and terminating by a junction with tramway No. 14 at a point 42 yards or thereabouts measured in a northerly direction from the south-eastern corner of Saint Enoch Square;

A tramway No. 15 5·85 chains in length wholly double line situate in the city parish of Glasgow commencing by a junction with the existing tramways leading from Jamaica Street across Glasgow Bridge at a point 36 yards or thereabouts measured southward from the south-east corner of Jamaica Street at its junction with Great Clyde Street and thence turning eastward into Great Clyde Street and proceeding along that street to Dixon Street thence turning northward into Dixon Street and forming a junction with tramway No. 13 in Dixon Street at a point 3 yards or thereabouts measured northward along the centre of Dixon Street from the production of the northern side of Great Clyde Street;

A tramway No. 15A 1·71 chains in length wholly double line situate in the city parish of Glasgow commencing by a junction with tramway No. 15 at a point in Great Clyde Street 11 yards or thereabouts measured in a westerly direction along the centre of that street from the production of the western side of Dixon Street and thence proceeding eastwards along Great Clyde Street and forming a junction with tramway No. 13 at a point in Great Clyde Street 10 yards or thereabouts measured eastwards along the centre of Great Clyde Street from the production of the eastern side of Dixon Street;

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A tramway No. 16 1 furlong 5·05 chains in length wholly double line situate in the city parish of Glasgow commencing by a junction with tramway No. 13 in Great Clyde Street at a point 18 yards or thereabouts measured in a south-westerly direction from the south-west corner of Stockwell Street at its junction with Great Clyde Street and thence proceeding eastwards along East Clyde Street thence turning northward into the space known as Jail Square and there forming a junction with the existing tramways at a point 4 yards or thereabouts measured in a northerly direction along the existing tramways from the production of the northern side of East Clyde Street;

A tramway No. 17 1 furlong 9·50 chains in length wholly double line situate in the city parish of Glasgow commencing by a junction with the proposed tramway No. 13 at the northern end of Victoria Bridge thence passing northwards into Stockwell Street and passing along that street and into Glassford Street and there forming a junction with the existing tramways at a point 4 yards or thereabouts northwards of the production of the northern line of Trongate and Argyle Street;

A tramway No. 18 6 furlongs 1·38 chains in length wholly double line excepting for a length of 16 yards at its termination which will be single line situate in the parish of Govan commencing by a junction with the existing tramways in Eglinton Street at a point 4 yards or thereabouts measured northward along the tramway in Eglinton Street from the production of the northern side of Maxwell Road thence turning into and proceeding westwardly along Maxwell Road to Kenmure Street thence turning southwards and proceeding southward along Kenmure Street and terminating in that street in line with the northern side of Nithsdale Road;

A tramway No. 19 6 furlongs 1·45 chains in length being a single line with passing places wholly situate in the parish of Govan commencing by a junction with tramway No. 18 in Kenmure Street at a point 4 yards or thereabouts northward of the northern line of Albert Road thence turning into and proceeding in a westerly direction along Albert Road and Albert Drive to Saint Andrew's Drive thence turning in a southerly direction into and proceeding along Saint Andrew's Drive to Nithsdale Road and terminating in Saint Andrew's Drive in line with the northern side of Nithsdale Road;

Passing-places will be constructed on tramway No. 19 at the following places where the lines will be double From a point beginning at the commencement of the tramway to a point in Albert Road 16 yards or thereabouts westward of the western side of Kenmure Street and from a point commencing in

Albert Road 11 yards or thereabouts measured in an easterly direction along the centre of Albert Road from the line of the eastern side of Shields Road thence proceeding westwards along Albert Road and Albert Drive to a point in Albert Drive 15 yards or thereabouts measured in a westerly direction along the centre of Albert Drive from the line of the western side of Shields Road and from a point in Albert Drive 15 yards or thereabouts measured in an easterly direction along the centre of Albert Drive from the eastern side of Saint John's Road to a point in Albert Drive 15 yards or thereabouts measured in a westerly direction along the centre of Albert Drive from the western side of the line of Saint John's Road and from a point in Albert Drive 13 yards or thereabouts measured eastwards along the centre line of Albert Drive from the line of the eastern side of Matilda Road to a point in Albert Drive 10 yards or thereabouts measured in a westerly direction along the centre of Albert Drive from the line of the western side of Matilda Road and from a point in Albert Drive 16 yards or thereabouts measured in an easterly direction along the centre of Albert Drive from the western side of Saint Andrew's Drive to a point in Saint Andrew's Drive 25 yards or thereabouts measured in a northerly direction along the centre line of Saint Andrew's Drive from the northern line of Albert Drive and for a length of 2 chains from the termination of the line in Saint Andrew's Drive measured in a northerly direction along the centre line of Saint Andrew's Drive;

A tramway No. 20 1 furlong 5·70 chains in length wholly single line situate in the parish of Govan commencing by a junction with the southern line of the existing tramways in Paisley Road at a point 8 yards or thereabouts measured eastwards along Paisley Road from the line of the eastern side of Saint James' Street thence turning in a southerly direction into and proceeding southwards along Saint James' Street and terminating in that street at a point 87 yards or thereabouts measured in a southerly direction from the south-eastern corner of Park Street at its junction with Saint James' Street;

A tramway No. 21 1 furlong 5·64 chains in length wholly single line situate in the parish of Govan commencing by a junction with the southern line of the existing tramways in Paisley Road 4 yards or thereabouts measured eastwardly along the tramway from a line in continuation of the eastern side of Great Wellington Street and thence turning southward into Great Wellington Street and proceeding southward along that street to a point 87 yards or thereabouts measured in a

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southerly direction from the south-eastern corner of Park Street and Great Wellington Street;

A tramway No. 22 5·24 chains in length wholly single line situate in the parish of Govan commencing in Great Wellington Street by a junction with tramway No. 21 at a point 2 yards or thereabouts measured in a southerly direction along the centre of Great Wellington Street from the southern line of Park Street thence turning in an easterly direction into and proceeding along Park Street thence turning in a northerly direction into Saint James' Street and terminating in that street by a junction with tramway No. 20 at a point 2 yards or thereabouts measured in a northerly direction along the centre of Saint James' Street from the northern line of Park Street;

A tramway No. 23 1 furlong 0·5 chain in length wholly single line situate in the parish of Govan commencing by a junction with the southern line of the existing tramways in Dumbarton Road at a point 4 yards or thereabouts measured in a westerly direction along said tramway from the line of the western side of Hayburn Street Partick and thence turning in a southerly direction into Hayburn Street and proceeding along that street and an intended continuation thereof for a length of 175 yards or thereabouts thence turning eastward into another intended street and terminating in that street at a point 123 yards or thereabouts measured in a southerly direction from the south-west corner of St. Silas' Mission Church situate in Hayburn Street Partick;

A tramway No. 24 3 furlongs 7·87 chains in length wholly double line situate in the parish of Govan commencing by a junction with the existing tramways in Pollockshaws Road leading southward to Queen's Park at points opposite or nearly opposite the southern side of Maxwell Road at its junction with Pollockshaws Road and thence passing northward along Pollockshaws Road and into Main Street Gorbals and terminating in Main Street Gorbals by junctions with the proposed tramway No. 13 at points in line with the northern side of Cumberland Street:

The tramways herein-before described are wholly situate within the city and royal burgh of Glasgow except tramways Nos. 21 22 and 23 and a portion of tramway No. 20 together 3 furlongs 7·98 chains or thereabouts in length which are required for the purpose of connecting existing tramways with stables and carsheds proposed to be constructed by the Corporation as part of the tramway undertaking.

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As to Caledonian Railway Station at Glasgow Cross.

6. The Corporation shall so make form and lay down tramway No. 8 as to permit of the construction of an access (including station building) to the station to be formed at Glasgow Cross by the Caledonian Railway Company under the powers of the Glasgow Central Railway Act 1888 upon the area of ground shown on a plan annexed and signed as relative to heads of agreement between the Corporation in its several capacities and the said Company dated twelfth and thirteenth April one thousand eight hundred and ninety-three and in accordance with the terms and conditions of said heads of agreement and the Company shall be entitled to appropriate enclose and use for the purposes of the said station-access and building the portion of the present pavement of the Trongate and other ground included in the said area of ground shown on the plan before referred to.

Provision for protection of Caledonian Railway Company with respect to tramways.

7. Whereas tramway No. 24 will be laid along Pollokshaws Road over the tunnels by which the main line of the Caledonian Railway Company (herein-after called "the Caledonian Company") into their central station at Glasgow and their branch line to the general terminus station and Shields Junction are respectively carried under that road and tramway No. 18 will be laid along Maxwell Road over the bridges by which that road is carried over the Gordon Street lines and Titwood branch of that company the following provisions shall apply for the protection of the Caledonian Company (that is to say) :—

(1.) The Corporation shall not in the construction maintenance or use of the said tramways injure alter or interfere with the structure or masonry or brickwork of the said tunnels or bridges or any of the works thereof or cause any interruption to the traffic on the said railways and before commencing any works or operations over such tunnels or bridges or any of them the Corporation shall submit plans and sections of their intended works to the engineer for the time being of the Caledonian Company and shall obtain his approval thereof and the said works and operations shall be constructed in conformity with the plans and sections so approved at the sight and to the reasonable satisfaction of such engineer and shall thereafter be maintained and repaired under his superintendence;

(2.) If any difference shall arise between the Corporation and the Caledonian Company with respect to the said plans and sections or with respect to the said works and operations or as to whether any work or operation is such as ought reasonably to satisfy such engineer or as to the maintenance and repair of such works and if the Corporation and the Caledonian Company

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fail to agree in respect to the appointment of an arbiter for determining such difference the same shall be determined by an engineer or other fit person to be nominated as referee by the Board of Trade on the application of either party and the costs of the reference shall be borne and paid as such referee shall direct;

(3.) If any injury to or interference with the said tunnels or bridges or works thereof or interruption to the traffic on the said railways shall arise or be occasioned at any time by the work or operation of the Corporation in connexion with such tramways the Corporation shall forthwith make good or remove such injury interference or interruption at their own expense or the Caledonian Company may do the necessary works for that purpose at the expense of the Corporation and the Corporation shall repay to the Caledonian Company all costs and expenses incurred by them in so doing and all loss or damage sustained by the Caledonian Company in consequence of such injury interference or interruption;

(4.) Nothing contained in this Act or which may be done in pursuance thereof shall prevent the Caledonian Company from maintaining and repairing and when necessary altering or reconstructing the said tunnels or bridges or either of them or any of the works thereof or widening the lines of railway under the said roads without interference on the part of the Corporation and without incurring any liability to the Corporation or to the lessees of the said tramways or to any other parties working or using the same for any loss injury damage expense or interruption of traffic which may arise from such maintenance repair alteration widening or reconstruction and any extra expense which the Caledonian Company may incur in such maintenance repair alteration widening or reconstruction by reason of the formation maintenance working or use of the said tramway shall be paid by the Corporation Provided that all such operations shall be executed by the Caledonian Company in such manner as to cause as little interruption or inconvenience as practicable to the traffic on the said tramways and that the Caledonian Company shall give fourteen days' notice in writing to the Corporation before commencing any of such operations and that the same so far as interfering with the said tramways shall be conducted at the sight and to the reasonable satisfaction of the engineer of the Corporation or in the event of difference at the sight and to the satisfaction of an engineer to be appointed by the Board of Trade on the application of the Caledonian Company or of the Corporation.

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Tramways to be kept on level of surface of road.

8. If and whenever after the passing of this Act any road authority alter any road along or across which any of the Corporation tramways is laid or authorised to be laid the Corporation may and shall from time to time at their own expense vary the position of any such tramway so that when such road is altered such tramway may be constructed with reference to the imaginary centre lines of the altered road and if the level of any road is so altered the Corporation may and shall from time to time alter or (as the case may be) lay the rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Further provisions as to construction of tramways.

9. In addition to the requirements of section 26 of the Tramways Act 1870 the Corporation shall at the same time as they give notice to any road authority of their intention to open or break up any road for the purpose of constructing laying down maintaining and renewing any of the intended tramways lay before the Board of Trade a plan showing the proposed mode of constructing laying down maintaining and renewing such tramways and a statement of the materials intended to be used therein and the Corporation shall not commence the construction laying down maintenance and renewal of any of such tramways or part of any of such tramways respectively until such plan and statement have been approved by the Board of Trade and after such approval the works shall be executed in accordance in all respects with such plan and statement and under the superintendence and to the reasonable satisfaction of the surveyor for the time being of the road authority as provided by section 26 of the said Act.

As to rails of tramways.

10. The rails of the tramways shall be such as the Board of Trade may approve.

Penalty for not maintaining rails and roads.

11. The Corporation 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 intended tramways and the substructure upon which the same rest and if the Corporation at any time fail to comply with this provision or with the provisions of section 28 of the Tramways Act 1870 they shall be subject to a penalty not exceeding five pounds for every day on which such non-compliance continues and such penalty shall be a penalty within the meaning of section 56 of the said Act In case it is represented in writing to the Board of Trade by the road authority of the district in which the intended tramways or any portion thereof are or is situate or by twenty inhabitant ratepayers of such district that the Corporation have made default in complying with the provisions in this section contained or with any of the requirements of section 28 of the Tramways Act 1870 the Board of Trade may if they think fit

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direct an inspection by an officer to be appointed by the said Board and if such officer report that the default mentioned in such representation has been proved to his satisfaction then and in every such case a copy of such report certified by a secretary or an assistant secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Corporation to such penalty or penalties in respect thereof as is or are by this section imposed.

Sanitary authority to have access to sewers.

12. Every sanitary authority 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 Corporation and the provisions contained in sections 32 and 33 of the Tramways Act 1870 shall be applicable in the case of any sewer or private drain of or under the control of the sanitary authority as if the same were a pipe for the supply of gas or water.

Corporation may be required to use improved form of rails.

13. The Board of Trade may from time to time require the Corporation to adopt and apply such improvements in the tramways including the rails thereof as experience may from time to time suggest having regard to the greater security of the public and advantage to the ordinary traffic and the Corporation shall with all reasonable despatch comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Passing places to be constructed where less than a certain width left between footway and tramway.

14. Where in any road in which a double line of tramway is laid there shall be less width between the outside of the footpath on either side of the road and the nearest rail of the tramway than nine feet six inches the Corporation shall and they are hereby required to construct a passing place or places connecting the one tramway with the other and by the means of such passing place or places the traffic shall when necessary be diverted from one tramway to the other.

Gauge of tramways.

15. The intended tramways shall be constructed on a gauge of four feet seven and three-quarter inches.

Tramways not to be opened until certified by Board of Trade.

16. The intended tramways shall be laid and maintained in such manner that the uppermost surface of the rail shall be on a level with the surface of the street or road and the groove in the rail shall in no case exceed one inch and a quarter in width and the intended tramways 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.

Power to make additional crossings &c.

17. The Corporation may subject to the provisions of this Act with the consent of the road authority from time to time make on any road and maintain alter and remove such tramways as may be necessary to form connexions between any of the existing or

intended tramways and such crossings passing places sidings junctions and other works in addition to those particularly specified in and authorised by this Act as they find necessary or convenient for the efficient working of the tramways or for providing access to any stables engine-sheds carriage-houses works yards or buildings of the Corporation or their lessees connected with the undertaking.

Temporary tramways.

18. Where by reason of the execution of any work affecting the surface or soil of the road along which any intended tramway 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 Corporation shall within fourteen days of receiving an order in writing from any road authority under the hand of their clerk or secretary discontinue or take up such tramway for such term as may be necessary for the execution of the said work Provided that the Corporation may with the sanction of the road authority and 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 Corporation 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 33 of the Tramways Act 1870 (as the said section is to be read for the purposes of this Act) for the settlement of differences in the said section mentioned.

Period for completion of works.

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

Lands for extra-ordinary purposes.

20. The Corporation may purchase by agreement lease or feu such additional lands not exceeding ten acres as they may consider to be necessary or expedient for the purposes of the Glasgow Tramway Acts but nothing in this Act shall exempt the Corporation from any indictment action or other proceeding for nuisance in the event of any nuisance being caused by them on any land so taken.

Corporation may take servitudes easements &c.

21. The Corporation may for the purposes of the undertaking take by agreement and any person by the Lands Clauses Acts or otherwise enabled to sell lands may grant to them any servitude

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right or privilege in over affecting or belonging to lands at a yearly rent or otherwise but in the case of a person not enabled otherwise than by the Lands Clauses Acts to sell lands except subject and according to the provisions relative to the taking of lands by agreement contained in those Acts for the purposes of this section any such servitude right or privilege shall be deemed lands within the meaning of those Acts.

Penalty for damage to tramways.

22. If any person (except by agreement with the Corporation or under license from the Board of Trade as by the Tramways Act 1870 provided) uses the tramways or any part thereof with a vehicle having flange wheels or other wheels specially or particularly adapted to run on the tramways on an edged rail or on or in a grooved rail or other rail adapted for street tramway purposes he shall for every such offence be liable to a penalty not exceeding twenty pounds.

Lease of tramways not subject to 3 Geo. IV. c. 91.

23. The Corporation shall have the same powers of leasing the intended tramways or any of them or any part thereof as they have or are subject to with respect to the existing tramways and the Act of the third George IV. chapter ninety-one intituled "An "Act for regulating the mode of accounting for the common good "and revenues of the royal burghs of Scotland" shall not apply to any tramway belonging to or authorised to be constructed by the Corporation under this Act.

Exclusive right of Corporation to use vehicles with flange wheels on the rails.

24. The Corporation or their lessees may use on the intended tramways carriages with flange wheels or wheels specially adapted to run on or in a grooved rail or other rail adapted for street tramway purposes and subject to the provisions of this Act the Corporation or their lessees shall have the exclusive use of their tramways for carriages with flange wheels or other wheels specially adapted to run on an edged rail or on or in a grooved rail or other rails adapted for street tramway purposes No carriage used on any tramway of the Corporation shall extend beyond the outer edge of the wheels of such carriage more than eleven inches on each side.

Power to use animal or mechanical power.

25. The intended tramways may be worked by animal power or by mechanical power and if worked by mechanical power shall be worked in accordance with and subject to the provisions of the Glasgow Corporation Act 1891.

Application of Glasgow Tramway Acts.

26. Section 38 and sections 67 to 75 and section 79 of the Glasgow Street Tramways Act 1870 as amended by the Glasgow Tramway Acts and the provisions of the Glasgow Corporation Act 1891 shall apply and be applicable to the intended tramways in the same manner and to the same effect as if the intended tramways had been authorised by those Acts The Corporation shall with respect to the intended tramways enjoy and exercise the same powers and

authorities as they enjoy and exercise under the Glasgow Tramway Acts with respect to the existing tramways. A.D. 1893.

Variation of routes setting out of stations &c. and fixing tolls.

27. The Corporation may from time to time after the thirtieth day of June one thousand eight hundred and ninety-four define and from time to time thereafter vary the tramway routes and they may mark and set out on any tramway routes such stations as they shall deem necessary or expedient but so that such stations shall be one mile apart or as near thereto as may be consistent with public convenience and the Corporation or their lessees may demand and take for every passenger travelling on the tramways between such stations or any part thereof respectively any tolls or charges not exceeding one penny for the distance between any two of such stations or for any fractional part of the distance between any such station and the termination of any tramway route.

As to running through cars and charges for same.

28. The Corporation or in the event of their leasing the tramways then their lessees may run through cars along any tramway routes or any portion thereof and such cars shall be distinguished from other cars in such manner as may be directed by the Corporation and they may demand and take for every passenger by such cars any tolls or charges not exceeding a maximum fare fixed at the rate of one penny per mile or fractional part of a mile of the entire distance traversed by such cars.

Repeal of sections of Glasgow Corporation Tramway Acts 1870 to 1891 as to fixing of routes stations and running of through cars.

29. All the provisions of the Glasgow Corporation Tramway Acts 1870 to 1891 relating to the fixing of routes and stations the running of through cars and the fixing and levying of tolls and rates in relation to these stations so far as inconsistent with the provisions of the two immediately preceding sections of this Act are hereby repealed.

Byelaws and regulations.

30. The Corporation may from time to time make vary or repeal byelaws and regulations with respect to the following matters in reference to the use and working of the tramway undertaking viz. :—

(A.) The rate of speed to be observed in travelling upon the tramways;

(B.) The distance at which carriages using the tramways shall be allowed to follow one after the other;

(C.) The stopping of carriages using the tramways;

(D.) The traffic on the roads on which any tramway is laid;

(E.) For preventing the commission of any nuisance in or upon any carriage or in or against any premises belonging to them;

(F.) For regulating the travelling in or upon any carriage belonging to them the number of passengers to be carried by any carriage and the duties of drivers conductors and other servants.

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Penalties for offences against byelaws.

31. Reasonable penalties may be imposed by such byelaws and regulations for offences against the same not exceeding forty shillings for each offence with or without penalties for continuing offences not exceeding for any continuing offence ten shillings for each day during which such offence continues after conviction thereof but all byelaws and regulations shall be so framed as to allow in every case part only of the maximum penalty being ordered to be paid Any such penalties shall be recoverable and applied under the Police Acts for the time being in force in the burgh or district in which such offence shall have been committed.

Confirmation of byelaws &c. by sheriff.

32. No byelaw or regulation except such as relates solely to the proceedings of the Corporation or to their officers or servants in connexion with the tramways shall have any force or effect until the same shall be confirmed by the sheriff (excluding sheriffs substitute) and be authenticated by his signature and the sheriff shall on the application of the Corporation examine and inquire into any byelaws and regulations submitted to him for that purpose and he may allow or disallow the same as he thinks fit and the production of a written or printed copy of any byelaws and regulations made under the authority of this Act authenticated by the signature of the sheriff shall without proof of such signature be evidence of the existence of such byelaws and regulations and that all preliminaries requisite to the making and operation thereof have been duly observed and fulfilled.

Notice of confirmation of byelaws.

33. No such byelaw or regulation shall be confirmed unless notice of the intention to apply for confirmation of the same shall have been given in one or more newspapers published in the city one month at least before the hearing of such application and any person desiring to object to any such byelaw or regulation on giving to the town clerk notice of the nature of his objection ten days before the hearing of the application for the allowance thereof may by himself his counsel or agent be heard thereon but not so as to allow more than one objecting party to be heard on the same matter of objection.

Recovery of tolls charges &c.

34. All tolls charges penalties and other moneys which under the Glasgow Tramway Acts may become payable to or by the Corporation or their lessees or the police commissioners may be sued for and recovered in the Glasgow Police Court or in any court of competent jurisdiction or at the option of the party or parties claiming the payment in manner provided by the Companies Clauses Consolidation (Scotland) Act 1845 with reference to the recovery of damages not otherwise provided for and penalties.

Saving for Glasgow Police Commissioners.

35. Nothing in this Act shall limit or affect the powers of the police commissioners or the magistrates' committee of the police

commissioners appointed under the Glasgow Police Act 1866 to regulate the passage of any traffic along or across any road or street along or across which any tramways are or shall be laid down and the police commissioners or the magistrates' committee may exercise their authority as well on as off the tramway and with respect as well to the traffic of the Corporation as to the traffic of other persons.

For the protection of the police commissioners and magistrates of the burghs of Partick and Kinning Park.

36. Nothing in this Act contained shall prejudice or affect the powers rights or privileges of the commissioners of police of the burghs of Partick or Kinning Park or the magistrates of those burghs over or with respect to the roads and streets of those burghs and the regulation of the traffic thereon under the General Police and Improvement (Scotland) Act 1862 and the Burgh Police (Scotland) Act 1892 and the Roads and Bridges (Scotland) Act 1878 and the said commissioners and magistrates shall with respect to any tramways formed or laid down on any road or street in the said burghs under the authority of this Act have the same powers of making and enforcing regulations and byelaws as to the rate of speed to be observed in travelling upon the tramway the distances at which carriages using the tramway shall be allowed to follow one after the other the stopping of carriages using the tramway and the traffic on the road or street in which the tramway is laid as are by this Act conferred on the Corporation and no byelaws made by the Corporation with respect to the matters above-mentioned or any of them shall be of any force or effect in the said burghs and the said commissioners and magistrates shall have the like power of making and enforcing rules and regulations and of granting licenses with respect to all carriages using the tramways and to all drivers conductors and other persons having the charge of or using the same and to the standings for the same as they are for the time being entitled to make enforce and grant with respect to hackney carriages and the drivers and other persons having the charge thereof and to the standings for the same in the said police burghs under those Police Acts.

Saving for commissioners of police of Partick.

37. Nothing in this Act contained shall prevent the commissioners of police of Partick at any future time from carrying out any public improvement or any alterations developments or extensions of the existing or contemplated works in connexion with any department administered by them in under over or in relation to the roads and streets under their jurisdiction and the Corporation shall pay to the commissioners any additional expense which the commissioners may reasonably incur or be put to in carrying out the same by reason of the exercise of the powers by this Act conferred on the Corporation nor shall the Corporation be entitled to

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any compensation for any damage occasioned by such operations of the commissioners unless such damage shall have been occasioned by the default or neglect of the commissioners.

Power to run omnibuses &c.

38. The Corporation shall have power to work omnibuses within the city in prolongation of any tramway route the extension of which may be contemplated by the Corporation or on any tramway route on which the running of tram cars is owing to street or bridge works interrupted.

Power to form junctions levy tolls &c.

39. In addition to the power to work the several tramways the Corporation shall also have power and authority—

To form junctions between the Corporation tramways and any tramways which can be worked in connexion therewith;

To levy tolls on and from passengers using omnibuses worked by the Corporation under the powers of this Act or travelling on any tramways over which the Corporation have running powers Such tolls shall not exceed those authorised by the Glasgow Tramway Acts in respect of the Corporation tramways.

For protection of Postmaster-General.

40.—(1.) The Corporation or any person working the tramways (each of which persons is hereafter in this section included in the term the Corporation) if required by the Postmaster-General shall perform with respect to any tramway owned or worked by them all such reasonable services in regard to the conveyance of mails as the Postmaster-General from time to time requires Provided as follows:—

Limiting weights of mails.

(A.) Nothing in this section shall authorise the Postmaster-General to require mails in excess of the following weights to be carried in or upon any carriage (that is to say):—

(i.) If the carriage is conveying or intended to convey passengers and not goods or parcels then in excess of the maximum weight for the time being fixed for the luggage of ordinary passengers; and

(ii.) If the carriage is conveying or intended to convey parcels only then in excess of such maximum weight as is for the time being fixed for ordinary parcels; and

(iii.) If the carriage is conveying or intended to convey both parcels and passengers but not goods then in excess of the maximum weight for the time being fixed for ordinary parcels or for the luggage of ordinary passengers which ever is the greater:

Mails not to inconvenience passengers.

(B.) Mails when carried in or upon a carriage conveying passengers shall be so carried as not to inconvenience the passengers:

Saving.

(C.) Nothing in this section shall authorise the Postmaster-General to require any mails to be carried in or upon a carriage

conveying or intended to convey passengers but not goods or parcels except in charge of an officer of the Post Office travelling as a passenger.

Remuneration for services.

(2.) The remuneration for any services which have been performed in pursuance of this section shall be such as may be from time to time determined by agreement between the Postmaster-General and the Corporation or in default of agreement by a referee to be appointed by the sheriff at the request of either party.

Definition of "mails."

(3.) For the purposes of this section the expression "mails" has the same meaning as in the Regulation of Railways Act 1873 and includes parcels within the meaning of the Post Office (Parcels) Act 1882.

Requisition by Postmaster-General.

(4.) For the purposes of this section a requisition by the Postmaster-General may be signified by writing under the hand of any person who is at the time either the Postmaster-General or a secretary or assistant secretary of the Post Office or the inspector-general of mails and any document purporting to be signed by any such person as aforesaid shall until the contrary is proved be deemed without proof of the official character of such person to have been duly signed as required by this section:

Provided always that if a public general Act of Parliament be passed in substitution for or embodying all or any of the provisions of this section the provisions of that Act shall be substituted for and prevail in lieu of this section.

As to notices delivered under Tramways Act 1870.

41. With respect to the notices to be delivered under the Tramways Act 1870 or this Act and to the delivery thereof by or to the Corporation 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 shall be sufficiently authenticated if given by the local authority by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Corporation to or by any road or local 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 Corporation as the case may be or by being sent by post in a registered letter addressed to their respective clerk or to the secretary at their principal office and every such letter shall be deemed to be received by the authority body or company or by the Corporation 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.

Extension of borrowing powers.

42. For the purposes of the Glasgow Tramway Acts section 20 of the Glasgow Corporation Act 1891 shall be read and have effect

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as if the sum of nine hundred thousand pounds were therein specified instead of the sum of seven hundred thousand pounds.

Application of money borrowed under Glasgow Corporation Tramway Acts 1870 to 1891.

43. Money borrowed by the Corporation under the Glasgow Corporation Tramway Acts 1870 to 1891 as amended by this Act shall be applied in payment First of the costs charges and expenses incurred or paid by the Corporation preliminary to and incidental to the preparing and applying for and obtaining and passing of this Act or otherwise in relation thereto Secondly in and for the purchase of lands and the construction of works authorised by this Act for the purposes of the Glasgow Tramway Acts And thirdly the expenses incurred or paid by the Corporation preparatory to their taking over and working the tramways at the termination of the existing lease and not otherwise but they shall not except as herein-before provided apply any of the money borrowed or any other money in the nature of capital to the maintenance of works or other purposes to which revenue is properly applicable.

Tramway sinking fund.

44. The Corporation shall after the first day of June one thousand eight hundred and ninety-five annually set apart out of the moneys received by them on account of tramway revenue a sum of not less than two pounds per centum on the amount borrowed by them under the authority of the Glasgow Tramway Acts so far as not paid off on that day and shall accumulate the same and the interest thereon as a sinking fund until such fund is sufficient to pay off the principal sum so borrowed and remaining unpaid.

Application of sinking fund.

45. The Corporation shall from time to time apply the sinking fund herein-before provided in whole or in part in paying off the principal sum so borrowed Provided that they shall after the first day of June one thousand eight hundred and ninety-five pay into such fund in each year and accumulate until the whole of the sum so borrowed is discharged a sum equivalent to the interest which would have been produced by any part of such sinking fund which may be so applied after that date.

For protection of Glasgow Tramway and Omnibus Company (Limited).

46. Nothing in this Act contained shall prejudice or affect any arrangements or obligations now existing between the Corporation and the Glasgow Tramway and Omnibus Company (Limited) and the memorandum of arrangement between the Corporation and the Company forming the Second Schedule to the Glasgow Corporation Act 1891 shall apply to the powers conferred on the Corporation with reference to tramways by this Act.

Repeal of sections of former Tramway Acts.

47. Sections 33 34 and 35 of the Glasgow Corporation Tramways Act 1875 section 34 of the Glasgow Corporation Tramways Act 1879 section 38 of the Glasgow Corporation Act 1884 section 34

of the Glasgow Corporation Tramways Act 1885 and section 24 of the Glasgow Corporation Act 1891 are hereby repealed.

The repeal shall not affect—

(A.) The past operation of any enactment hereby repealed nor anything duly done or suffered under any enactment hereby repealed; or

(B.) Any right privilege obligation or liability required accrued or incurred under or in accordance with any enactment hereby repealed; or

(C.) Any byelaws made under the sections hereby repealed so far as such byelaws are or may not be altered repealed or superseded under the powers by this Act conferred on the Corporation; or

(D.) Any penalty forfeiture or punishment incurred in respect of any offence committed against any enactment hereby repealed; or

(E.) Any power investigation legal proceeding or remedy in respect of any such right privilege obligation liability penalty forfeiture or punishment as aforesaid and any such power investigation legal proceeding and remedy may be exercised and carried on as if this Act had not been passed.

Provision as to general Tramway Acts.

48. Nothing herein contained shall be deemed or construed to exempt the Corporation or their lessees or 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 tolls or charges authorised to be taken.

Power to parks and galleries' trustees to acquire land near Garriochmill Road and bed of River Kelvin.

49. The parks and galleries trustees may without price or consideration appropriate and use as part of the Glasgow Botanic Gardens the strip of ground lying to the south of the Garriochmill Road forming the north bank of the River Kelvin extending for a distance of two hundred and sixty-nine yards or thereabouts along the south side of the Garriochmill Road from a point twenty-two yards or thereabouts westward from the west side of Queen Margaret Bridge and so much of the alveus or bed of that river as is situated between the Glasgow Botanic Gardens and the lands on the north side of that river acquired or to be acquired by the Corporation acting as aforesaid under the provisions of the City of Glasgow Act 1891 The land and subjects authorised to be so appropriated and used are situated within the parish of Maryhill the parish of Govan the city and the county of Lanark and are shown on the deposited plans and described in the deposited books of reference:

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Provided that notwithstanding the provisions hereof the parks and galleries trustees shall pay compensation in accordance with the provisions of the Lands Clauses Acts for any property belonging to the trustees of the Kelvinside Estate Company which may be appropriated and used under the powers conferred by this section.

Power to make new streets.

50. Subject to the provisions of this Act the police commissioners may make and maintain in the lines and according to the levels shown on the deposited plans the works herein-after described in the city parish of Glasgow the barony parish of Glasgow and in the city and may subject as aforesaid enter upon take and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for that purpose:—

(1.) A new street numbered I. on the deposited plans commencing on the north side of Alexandra Parade at a point 312 yards westward from the centre line of Craigpark Street and terminating on the north bank of the Monkland Canal by a junction with Millburn Street;

(2.) The construction widening and improving of Millburn Bridge carrying Millburn Street over the Monkland Canal;

(3.) A diversion of the portion of Townmill Road situated between the west boundary of the property forming No. 354 Townmill Road and the present junction of that road with Alexandra Parade and the making and maintaining in lieu thereof of a diverted street numbered II. on the deposited plans commencing at a point on the proposed street numbered I. 55 yards from its commencement in Alexandra Parade and terminating at the west boundary of the property forming No. 354 Townmill Road;

(4.) The closing and stopping up the portion of Townmill Road so diverted and appropriating the solum thereof; and

(5.) An access for foot-passengers numbered III. on the deposited plans connecting the aforesaid intended streets numbered I. and II. commencing at a point in the street numbered I. eighteen yards or thereabouts southward from the centre of the Monkland Canal and terminating in the street numbered II. at a point 33 yards or thereabouts west of the west boundary of the said property forming No. 354 Townmill Road.

Provision for the protection of the Caledonian Railway Company as regards Millburn Bridge.

51. The construction widening and improving of Millburn Bridge authorised by this Act shall be carried out at the sight and to the reasonable satisfaction of the engineer for the time being of the Caledonian Railway Company in accordance with the plan signed on twelfth and thirteenth April one thousand eight hundred and ninety-three by the said engineer and by the master of works of the city of Glasgow subject to the following conditions:—

(1.) The Company shall give without price or consideration the ground required for widening the bridge so far as belonging to them;

(2.) The Company shall at their own expense execute the works necessary for contracting the waterway of the canal at the said bridge to the extent shown on the plan;

(3.) The Company shall consent to the closing of the Townmill Road as proposed by the Bill and the appropriation of the solum thereof by the police commissioners;

(4.) The police commissioners shall in constructing the bridge form at their own expense on the line shown on the plan an opening not less than 15 feet in width and at the centre thereof 13 feet 6 inches in height above the existing level of the water of the canal under the bridge under the said intended street No. 1 immediately to the north of the canal for a line of railway to be formed by the Company through that opening;

(5.) The police commissioners in carrying out the said works may use the abutments and materials of the existing bridge;

(6.) The construction widening and improving of Millburn Bridge including the formation of the said opening shall be commenced within six months from the passing of this Act and effectually carried on thereafter till completed.

Correction of errors in plans and book of reference.

52. If there be any omission mis-statement or wrong description of any lands or of the owners lessees or occupiers of any lands shown on the deposited plans or specified in the deposited book of reference and shown on the additional deposited plans and specified in the additional deposited book of reference the Corporation the parks and galleries trustees or the police commissioners as the case may be after giving ten days' notice to the owners lessees and occupiers of the lands in question may apply to the sheriff of the county in which such lands are situate for the correction thereof and if it appear to the sheriff that the omission mis-statement or wrong description arose from mistake he shall certify the same accordingly and he shall in his certificate state the particulars of the omission and in what respect any such matter is mis-stated or wrongly described and such certificate shall be deposited with the principal sheriff clerk of such county and a duplicate thereof shall also be deposited with the session clerk of the parish in which the land affected thereby is situate and such certificate and duplicate respectively shall be kept by such principal sheriff clerk and session clerk with the other documents to which the same relate and thereupon the deposited plans and book of reference and the additional deposited plans and book of reference shall be deemed to be corrected according to such certificate and the Corporation the parks and

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gaileries trustees or the police commissioners as the case may be may enter upon and use those lands accordingly.

Period for compulsory purchase of lands.

53. The powers of the Corporation and the police commissioners for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Restriction on taking houses of labouring class.

54. The Corporation or the police commissioners shall not under the powers of this Act purchase or acquire ten or more houses which on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers or except with the consent of the Secretary for Scotland ten or more houses which were not so occupied on the said fifteenth day of December but have been subsequently so occupied For the purpose of this section the expression "labouring class" means and includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any of such persons who may be residing with them.

Power to erect offices for sanitary inspector &c.

55. The police commissioners may erect offices and other buildings for the sanitary inspector or inspectors and the medical officers of the city and their respective staffs and for the several other officers employed in carrying out within the city the provisions of the Public Health (Scotland) Act 1867 the Acts amending the same and other Acts relating to public health and they may purchase by agreement lands to form a site for such offices and buildings The power to borrow money conferred by the Public Health (Scotland) Act 1867 and the Public Health (Scotland) Amendment Act 1871 may be exercised and put in force by the police commissioners for the purposes of this section as if they were purposes for which under those Acts they might borrow moneys.

Further power to borrow on security of statute labour and other assessments.

56. In addition to the moneys which the police commissioners are authorised to borrow by the Police Acts and other Acts they may from time to time borrow on the security of assessments leviable by them any moneys which they may from time to time require not exceeding the sums herein-after mentioned namely :—

(1.) On the security of the statute labour assessment leviable in virtue of the Police Acts fifty thousand pounds; and

(2.) On the security of the assessment leviable in virtue of sections 54 and 55 of the Roads and Bridges (Scotland) Act 1878 two hundred thousand pounds:

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Application of sums so borrowed.

And the police commissioners shall apply the sums so borrowed (A) in carrying into execution the sewers purposes of the Police Acts and (B) in carrying into execution the provisions of the Roads and Bridges (Scotland) Act 1878 with reference to the maintenance and repair of the streets and roads within the city and for paving the said streets in a substantial and durable manner so far as such purposes respectively are properly chargeable against capital and the police commissioners may from time to time reborrow any moneys which have been repaid by them otherwise than by means of the sinking fund herein-after referred to.

Police sinking funds.

57. The police commissioners shall after the first day of June one thousand eight hundred and ninety-six annually set apart (1) a sum not less than two pounds ten shillings per centum on the maximum amount borrowed by them under the authority of this Act for sewers purposes and (2) a sum not less than five pounds per centum per annum on the maximum amount borrowed by them under the authority of this Act for streets purposes and they shall apply the same respectively as sinking funds in paying off the principal sums so borrowed.

Application of Glasgow Corporation Loans Act.

58. For the purposes of the Glasgow Corporation Loans Act 1883 (herein-after called "the Loans Act") the power by this Act granted to the police commissioners to borrow the said sums of fifty thousand pounds and two hundred thousand pounds shall be deemed a borrowing power within the meaning of section 7 of the Loans Act and to have been transferred to and vested in and to apply to and be exerciseable by the Corporation as if that borrowing power had been a borrowing power of the police commissioners at the commencement of the Loans Act and the provisions of that Act shall be applicable and shall apply to the borrowing powers by this Act granted to the police commissioners:

Provided always that any agreement which may be made or entered into between the Corporation and the Commissioners of Inland Revenue as to composition for stamp duty shall be in accordance with the provisions of the Stamp Act 1891.

Alteration of section 9 of Municipal Elections Amendment (Scotland) Act 1868.

59. Notwithstanding the provision in the ninth section of the Municipal Elections Amendment (Scotland) Act 1868 no person shall be elected to the office of councillor at the annual municipal election on the first Tuesday of November in the city unless the name of such person shall have been intimated to the town clerk in the manner herein-after provided before four o'clock in the afternoon on the Tuesday immediately preceding the said first Tuesday of November and the intimation to the town clerk shall be in the form of Schedule I. hereunto annexed or as near thereto as circumstances admit.

A.D. 1893.

Notice of withdrawal of intimation of candidates.

60. Any intimation so made to the town clerk may be withdrawn by giving notice of withdrawal to him before four o'clock in the afternoon on the Thursday immediately preceding the said first Tuesday of November and such notice of withdrawal shall be signed by the person nominated and proposed for election and by his proposer or seconder or shall be signed by both his proposer and seconder and also by one of the five assenters to the intimation and such notice shall be in the form of Schedule II. to this Act or as near thereto as circumstances admit Provided that such withdrawal shall not be competent where the result would be to reduce the total number of persons nominated for the then ensuing annual election of councillors in the ward of the city to which such notice applies below the number necessary to supply the vacancies to be filled up in the ward at that election.

Section 9 of Municipal Elections Amendment (Scotland) Act 1868 not to apply within the city in some respects.

61. The ninth section of the Municipal Elections Amendment (Scotland) Act 1868 shall not apply within the city in so far as it relates to the time and form of making the intimation of nomination to the town clerk and wherever otherwise in that section or in that Act reference is made to such intimation such reference shall be held to apply to the intimation of nomination to the town clerk referred to in the two immediately preceding sections of this Act and the above-mentioned Act of 1868 shall be construed and read accordingly.

Charge to be made for copy of list or register of voters.

62. Wherever any copy of the list or register or part of the list or register of voters for the city for which payment is required and authorised by the Burgh Voters' Registration (Scotland) Act 1856 and the Representation of the People (Scotland) Act 1868 shall contain any number of persons names exceeding nine thousand and not exceeding twelve thousand the rate to be demanded and paid therefor shall be ten shillings and for every additional three thousand or part thereof after the first twelve thousand an additional charge of two shillings and sixpence shall be made.

Costs of Act.

63. All 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 Corporation the parks and galleries trustees and the police commissioners in such proportions as the Corporation shall determine out of the moneys to be borrowed or raised under the powers of the Glasgow Tramway Acts out of assessments imposed under the Registration of Voters Acts and out of money borrowed or assessments imposed under the Glasgow Public Parks Act 1878 and Acts amending the same the Police Acts and the Roads and Bridges (Scotland) Act 1878.

The SCHEDULES referred to in the foregoing Act.

A.D. 1893.

SCHEDULE I.

We *A.B.* (*here insert name and place of abode as in the municipal register for the city*) and *C.D.* (*here insert name and place of abode as aforesaid*) hereby propose and nominate *E.F.* (*here insert name and place of abode as aforesaid*) for election as a councillor for the ward (*specify the ward*) at the next ensuing municipal election in the city and royal burgh of Glasgow.

Given under our hand this (*insert date*)

A.B.
C.D.

We the undersigned being registered municipal electors for the ward (*specify the ward*) of the city and royal burgh of Glasgow do hereby assent to the nomination of the said *E.F.* as councillor as above mentioned.

G.H.	of	*Insert places of abode as in municipal register.*
I.J	of	
K.L.	of	
M.N.	of	
O.P.	of	

I the nominee for election consent.

E.F.

To the town clerk of the city and royal burgh of Glasgow.

A.D. 1893.

SCHEDULE II.

The intimation or nomination of *E.F.* (*here insert name and place of abode of candidate as in the municipal register for the city*) for election as a councillor for the ward (*specify the ward*) at the next ensuing municipal election in the city and royal burgh of Glasgow is hereby withdrawn.

Given under our hand this (*insert date*)

To be signed by

× Candidate.
× Proposer or Seconder

or by

× Proposer.
× Seconder.
× Assenter.

To the town clerk of the city and royal burgh of Glasgow.

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