CHAPTER cxxiii.

An Act to authorise the Lord Provost, Magistrates, and Council of the City of Glasgow to construct Tramways in the City of Glasgow and its neighbourhood; and for other purposes. [19th July 1875.]

A.D. 1875.

WHEREAS by "The Glasgow Street Tramways Act, 1870," (herein-after referred to as the Act of 1870,) a company (herein-after referred to as the Company) was incorporated under the name and style of "The Glasgow Street Tramways Company," and authorised to make, construct, and maintain various tramways in the city of Glasgow and its suburbs to be worked by animal power only: 33 & 34 Vict. c. clxxv.

And whereas by an agreement, confirmed by the Act of 1870, and set forth in the schedule to that Act, made between the lord provost, magistrates, and town council of the city of Glasgow (herein-after referred to as the Corporation), of the first part, and the promoters of the Bills, which were afterwards consolidated and passed into an Act as the Act of 1870, of the second part, it was agreed that the Corporation should have power within six months after the passing of the Act of 1870 to intimate to the Company their desire to be substituted in place of the Company, and on such intimation, and on the fulfilment of the other conditions therein specified, the Corporation should have all the powers conferred by the Act of 1870 on the Company as to the construction, maintenance, use, and working of the tramways thereby authorised, which powers should thereupon be transferred to and vest in the Corporation, with all authorities and privileges connected therewith, in the same manner and to the same effect as if in respect of those provisions the Corporation had been expressly named in the Act of 1870 instead of the Company, and that the powers of the Act of 1870 might be forthwith executed by the Corporation:

And whereas the Corporation in terms of the power so conferred by the Act of 1870 made the intimation required, and fulfilled the

A.D. 1875.

other conditions which they were bound to perform, and thereupon became and are now substituted for the Company as the party entitled to make, construct, and maintain the tramways authorised by the said Act, and they accordingly have constructed several of the said tramways so authorised:

And whereas by "The Vale of Clyde Tramways Act, 1871," (herein-after referred to as the Act of 1871,) another company was incorporated under the name and style of the Vale of Clyde Tramways Company (herein-after referred to as the Vale of Clyde Company), and authorised to lay down, use, work, and maintain the several tramways in that Act described, with a proviso, however, that the Corporation might within six months of the passing of the Act of 1871 intimate to the Vale of Clyde Company their desire to be substituted in the place of the Vale of Clyde Company, and should have transferred to them all the powers of the Vale of Clyde Company so far as related to Tramways No. 1 and No. 1A mentioned in the Act of 1871, and on such intimation and on fulfilment of the other conditions specified in the Act of 1871 the Corporation should have all the powers conferred by the Act of 1871 on the Vale of Clyde Company as to the construction, maintenance, use, and working of the said Tramways No. 1 and No. 1A, which powers should thereupon be transferred to and vest in the Corporation, with all authorities and privileges connected therewith, in the same manner as if in respect of those provisions the Corporation had been expressly named in the Act of 1871 instead of the Vale of Clyde Company, and the Act of 1871 had been confined to those tramways, and that the powers of the Act of 1871 with reference to those tramways might forthwith be executed by the Corporation:

And whereas the Corporation, in terms of the Act of 1871, have made the intimation required, and fulfilled the other conditions which they were bound to perform, and thereupon became and are now substituted for the Vale of Clyde Company as the party entitled to make, construct, and maintain the said Tramways No. 1 and No. 1A, and they accordingly have constructed the said tramways so authorised:

And whereas by "The Glasgow, Bothwell, Hamilton, and Wishaw Tramways Act, 1872," (herein-after referred to as the Bothwell Act,) a company was incorporated under the name and style of the Glasgow, Bothwell, Hamilton, and Wishaw Tramways Company (herein-after referred to as the Glasgow and Bothwell Company), and authorised to lay down, use, work, and maintain the several tramways in that Act described, with a proviso, however, that the Corporation might within six months of the passing of the Bothwell Act intimate to the Glasgow and Bothwell Company their desire to

be substituted in the place of the Glasgow and Bothwell Company, and should have transferred to them all the powers of the Glasgow and Bothwell Company, so far as related to Tramways No. 5 and No. 5A mentioned in the Bothwell Act, and on such intimation, and on fulfilment of the other conditions specified in the Bothwell Act, the Corporation should have all the powers conferred by the Bothwell Act on the Glasgow and Bothwell Company as to the construction, maintenance, use, and working of the said Tramways No. 5 and No. 5A, which powers should thereupon be transferred to and vest in the Corporation, with all authorities and privileges connected therewith, in the same manner as if in respect of those provisions the Corporation had been expressly named in the Bothwell Act instead of the Glasgow and Bothwell Company, and the Bothwell Act had been confined to those tramways, and that the powers of the Bothwell Act with reference to those tramways might forthwith be executed by the Corporation:

And whereas the Corporation, in terms of the Bothwell Act, have made the necessary intimation required, and fulfilled the other conditions which they were bound to perform, and thereupon became and are now substituted for the Glasgow and Bothwell Company as the party entitled to make, construct, and maintain the said Tramways No. 5 and No 5A, and are in the course of constructing the same:

And whereas by "The Glasgow Corporation Tramways Act, 1872," (in this Act referred to as the Act of 1872,) the Corporation were authorised to borrow, for the purposes of the Act of 1870 and of the Act of 1871, any sum not exceeding two hundred thousand pounds, and to make and grant mortgages and assignations of the property and works acquired and to be acquired and constructed by them under the said Acts, and of the tolls, rates, and charges authorised thereby, and of any revenues, or moneys, or securities payable or available to the Corporation under any lease or leases granted or to be granted of the tramways, or under any agreements relating thereto, and of their corporate estates, and the lands, revenue, and property for the time being belonging to them, in security of the moneys so borrowed and interest thereon, and the Corporation have borrowed and expended in the construction of the tramways, and in paying other charges and expenses connected therewith, the sum of one hundred and ninety-five thousand and thirty-five pounds nineteen shillings and sevenpence, which is still due and owing by them: And whereas the Glasgow Tramways and Omnibus Company, Limited, have, under the provisions of Article Third of the lease herein-after referred to, paid over to the Corpora-

A.D. 1875.

tion the sum of six thousand and ninety pounds five shillings and fivepence, to be accumulated and applied with interest thereon by the Corporation ultimately towards the reduction or extinction of the cost of constructing the tramways; and it is expedient that the Corporation should be authorised to borrow a further sum of money for the purposes of this Act and of the Act of 1870, and of the Act of 1871, and of the Act of 1872, and of the Bothwell Act:

And whereas under the powers conferred by the Act of 1870 and the Act of 1871 the Corporation on the one hand and the Glasgow Tramways and Omnibus Company, Limited, herein-after called the Tramway Company, on the other hand, have entered into a lease for the maintenance and working of the tramways which the Corporation are authorised to construct by the Act of 1870, and which lease is set forth in the schedule to this Act annexed, and it is expedient that the said lease should be confirmed:

And whereas by Article 17 of the said lease it is declared that, except in so far as implemented by the said lease or otherwise carried into effect, certain heads of agreement entered into between the Corporation and William Morris, John Morris, Morton Coates Fisher, and Dillwyn Parrish, should remain operative and binding between the parties under the said lease:

And whereas by Article 13 of the said heads of agreement it was provided that the arrangement therein set forth should be applied to any extensions of the tramways made by the Corporation, or as might be agreed upon:

And whereas the Tramways Nos. 1 and 1A of the Act of 1871, and a portion of the Tramways Nos. 5 and 5A of the Bothwell Act, and other tramways and accommodation works, have been executed by the Corporation and with the concurrence of the Tramway Company, all of which tramways and other works fall within the provisions of the said heads of agreement and lease, and are now worked by the Tramway Company as part of the undertaking leased by them:

And whereas it is expedient that the Corporation should be authorised and empowered to abandon and relinquish the construction of certain of the tramways authorised by the Act of 1870, and that the time now limited for the construction of certain of the tramways authorised by the Act of 1870 and by the Bothwell Act should be extended, and certain provisions in the Act of 1870 and the Bothwell Act with reference to the mode and manner in which the said tramways should be constructed by the Corporation and other provisions therein should be amended, and other provisions made in lieu thereof:

And whereas the Tramways No. 16 and No. 16A constructed by the Vale of Clyde Company under the Act of 1871 form junctions with Tramways No. 1 and No. 1A authorised by the same Act, and now belonging to the Corporation, and together form continuous routes of communication, and it would be for the public convenience that these tramways should be under one management and worked together, and for that purpose that the Corporation should be authorised to acquire the said Tramways No. 16 and No. 16A from the Vale of Clyde Company, and lease the same as herein-after provided:

And whereas it is expedient that the Corporation should be authorised to construct further tramways in the said city and suburbs, and that they should be authorised to raise money for the purpose of constructing the same, and that they should be authorised to lease the said tramways or some part or parts thereof, as well as the tramways already mentioned, authorised by the Act of 1871 and the Bothwell Act, and the other tramways and accommodation works constructed by the Corporation as aforesaid, to the Tramway Company, or to any person, and that the said Tramway Company or person should be entitled to accept and enter into such lease:

And whereas plans and sections showing the lines and levels of the proposed tramways and the lands which the Corporation are empowered to take and use for the purposes of making and maintaining the same, and a book of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands have been deposited with the principal sheriff clerks of the counties of Lanark and Renfrew, which plans, sections, and book of reference are in this Act referred to as the deposited plans, sections, and book of reference respectively:

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 Tramways Act, 1875."

Certain sections of 33 & 34 Vict. c. clxxv. repealed.

2. Sections 76, 77, 78, and 81 of the Act of 1870 are hereby repealed.

A.D. 1875.

Provisions of certain general Acts incorporated.

3. "The Lands Clauses Consolidation (Scotland) Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," except the provisions thereof with respect to the purchase of lands otherwise than by agreement, and with respect to the entry upon lands by the promoters of the undertaking, and Parts II. and III. of "The Tramways Act, 1870," except—

Section thirty-four (carriages);

Section forty-three (future purchase of undertaking by local authority);

Section forty-four (powers of sale);

Section forty-six (byelaws by local authority);

Section forty-seven (penalties may be imposed in byelaws);

Section forty-eight (powers to local authority to license drivers, conductors, &c.);

Section fifty-four (penalty for persons using tramways with carriages with flange wheels, &c.);

are (except so far as the same are not varied or excepted by or inconsistent with the provisions of this Act) incorporated with and form part of this Act; and 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, or unless herein otherwise expressly provided, and the expression "the Company" shall mean the Corporation.

Interpretation of terms.

4. In this Act the following words and expressions shall have the meanings hereby assigned to them, unless there be something in the subject or context repugnant to such construction:

The words "the lease" shall mean the lease confirmed by section 26 of this Act:

The words "tramway route" shall mean the route traversed by any individual tramway car:

The word "person" shall include trustees, corporations, and companies:

The expression "the tramway," "the tramways," or "the undertaking," shall mean the tramways and works and undertaking by this Act authorised, or any part thereof:

The words "authorised tramways" shall mean the tramways the Corporation are or may be authorised to construct under the Act of 1870, the Act of 1871, and the Bothwell Act:

The words "street" or "road" shall mean respectively the carriageway of any street, road, bridge, thoroughfare, or place along or across which any tramway by this Act is

intended to be laid, and shall include 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 words "imaginary centre line of any street or road" shall mean in all cases an imaginary line drawn along the centre of the carriageway of the street or road along which the tramway is intended to be laid:

The words "Glasgow street tramway" and "Glasgow tramway" respectively shall mean a tramway authorised by the Act of 1870, and therein referred to as a Glasgow street tramway or a Glasgow tramway, as the case may be:

The words "Bothwell tramway" shall mean a tramway authorised by the Bothwell Act:

The words "the Corporation" shall mean the lord provost, magistrates, and council of the city and royal burgh of Glasgow:

The words "board of police" shall mean the board of police of Glasgow incorporated by "The Glasgow Police Act, 1866":

The expression "road authority" shall mean the board of police or the road trustees or other body having the control of the street or road referred to:

The word "sheriff" shall mean the sheriff of the county of Lanark, or the sheriff of Renfrew and Bute, as the case may be, and shall include the sheriffs substitute thereof:

The word "justice" or "justices" shall mean a justice or justices of the peace for the county of Lanark or the county of Renfrew, as the case may be.

Alterations of Tramways Act as applied to this Act in certain instances.

5. 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 twenty-seven 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 twenty-eight 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 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:

A.D. 1875.

Sections thirty-three and fifty-eight 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 forty-one 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.

6. Subject to the provisions of 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, 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 to those plans as may be required for that purpose. The tramways herein-before referred to and authorised by this Act are:

A tramway, No. 1 (single), six furlongs and 7·50 chains in length, and a tramway, No. 1A (single), six furlongs and 7·34 chains in length, both commencing in Sauchiehall Street, in the Barony parish of Glasgow, Tramway No. 1 by a junction with Glasgow Street Tramway No. 6 at a point twelve yards or thereabouts measured in a north-westerly direction from the south-west corner of Sauchiehall Street at its intersection with Renfield Street, and Tramway No. 1A by a junction with Glasgow Street Tramway No. 6A at a point nine yards or thereabouts measured in a north-westerly direction from the south-west corner of Sauchiehall Street at its intersection with Renfield Street, and thence passing respectively eastward along Sauchiehall Street across Buchanan Street and along Parliamentary Road, thence curving in a southerly direction into and terminating respectively in Castle Street, in the City parish of Glasgow and royal burgh of Glasgow, Tramway No. 1 by a junction with the authorised Glasgow Tramway No. 10A at a point twelve yards or thereabouts measured in a south-easterly direction from the south-east corner of Parliamentary Road at its junction with Castle Street, and Tramway

No. 1A by a junction with the authorised Glasgow Tramway No. 10 at a point nine yards or thereabouts measured in a south-easterly direction from the south-east corner of Parliamentary Road at its junction with Castle Street:

A tramway, No. 2 (single), 3·82 chains in length, wholly situate in the Barony parish of Glasgow, commencing in Renfield Street by a junction with Glasgow Street Tramway No. 5A at a point eight yards or thereabouts measured in an easterly direction from the south-west corner of Sauchiehall Lane at its intersection with Renfield Street, and thence passing northwards along Renfield Street and curving in an easterly direction into and passing along Sauchiehall Street, and terminating in that street by a junction with Tramway No. 1 at a point thirty-six yards or thereabouts measured in an easterly direction from the north-east corner of Sauchiehall Street at its intersection with Renfield Street:

A tramway, No. 3 (single), 1·43 chains in length, and a tramway, No. 3A (single), 1·24 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing in Buchanan Street, Tramway No. 3 by a junction with the authorised Glasgow Tramway No. 4A at a point fifteen yards or thereabouts measured in a south-westerly direction from the south-west corner of Parliamentary Road at its junction with Buchanan Street, and thence curving in a north-easterly direction into and terminating in Parliamentary Road by a junction with Tramway No. 1 at a point fifteen yards or thereabouts measured in a north-easterly direction from the south-west corner of Parliamentary Road at its junction with Buchanan Street, Tramway No. 3A commencing by a junction with the authorised Glasgow Tramway No. 4 at a point twelve yards or thereabouts measured in a south-westerly direction from the south-west corner of Parliamentary Road at its junction with Buchanan Street, and thence curving in a north-easterly direction into and terminating in Parliamentary Road by a junction with Tramway No. 1A at a point twelve yards or thereabouts measured in a north-easterly direction from the south-west corner of Parliamentary Road at its junction with Buchanan Street:

A tramway, No. 4 (single), 1·30 chains in length, and a tramway, No. 4A (single), 1·52 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing respectively in the Parliamentary Road, Tramway No. 4 by a junction with Tramway No. 1 at a point fifteen yards

A.D. 1875.

or thereabouts measured in a south-westerly direction from the north-east corner of Parliamentary Road at its junction with Castle Street, Tramway No. 4A by a junction with Tramway No. 1A at a point sixteen yards or thereabouts measured in a south-westerly direction from the north-east corner of Parliamentary Road at its junction with Castle Street, and thence respectively curving in a north-easterly direction into and terminating in Castle Street, Tramway No. 4 by a junction with the authorised Glasgow Tramway No. 10 at a point twelve yards or thereabouts measured in a north-easterly direction from the north-east corner of Parliamentary Road at its junction with Castle Street, and Tramway No. 4A by a junction with the authorised Glasgow Tramway No. 10A at a point fifteen yards or thereabouts measured in a north-easterly direction from the north-east corner of Parliamentary Road at its junction with Castle Street:

A tramway, No. 5 (single), 9·87 chains in length, and a tramway, No. 5A (single), 9·87 chains in length, commencing respectively in Renfield Street, in the Barony parish of Glasgow, Tramway No. 5 by a junction with Glasgow Street Tramway No. 5A at a point thirteen yards or thereabouts measured in a south-westerly direction from the south-east corner of Bath Street at its intersection with Renfield Street, and Tramway No. 5A by a junction with Glasgow Street Tramway No. 5 at a point ten yards or thereabouts measured in a south-westerly direction from the south-east corner of Bath Street at its intersection with Renfield Street, and thence respectively curving in a north-easterly direction into and passing eastward along Bath Street and terminating respectively in Buchanan Street, in the City parish of Glasgow and royal burgh of Glasgow, Tramway No. 5 by a junction with the authorised Glasgow Tramway No. 10 at a point thirteen yards or thereabouts measured in a south-westerly direction from the north-west corner of Cathedral Street at its junction with Buchanan Street, and Tramway No. 5A by a junction with the authorised Glasgow Tramway No. 10A at a point fifteen yards or thereabouts measured in a south-westerly direction from the north-west corner of Cathedral Street at its junction with Buchanan Street:

A tramway, No. 6 (single), one chain in length, and a tramway, No. 6A (single), 1·18 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing respectively in Bath Street, Tramway No. 6 by a

junction with Tramway No. 5 at a point ten yards or thereabouts measured in a south-westerly direction from the north-east corner of Bath Street at its junction with Buchanan Street, and Tramway No. 6A by a junction with Tramway No. 5A at a point twelve yards or thereabouts measured in a south-westerly direction from the north-east corner of Bath Street at its junction with Buchanan Street, and thence respectively curving in a north-easterly direction into and terminating in Buchanan Street, Tramway No. 6 by a junction with the authorised Glasgow Tramway No. 4A at a point eleven yards or thereabouts measured in a north-easterly direction from the north-east corner of Bath Street at its junction with Buchanan Street, and Tramway No. 6A by a junction with the authorised Glasgow Tramway No. 4 at a point fourteen yards or thereabouts measured in a north-easterly direction from the north-east corner of Bath Street at its junction with Buchanan Street:

A tramway, No. 7 (single), one furlong 2·67 chains in length, and a tramway, No. 7A (single), one furlong 2·67 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing respectively in Saint Vincent Place, Tramway No. 7 by a junction with Tramway No. 12 herein-after described at a point twelve yards or thereabouts measured in a north-westerly direction from the south-east corner of Saint Vincent Place at its junction with Queen Street, and Tramway No. 7A by a junction with Tramway No. 12A herein-after described at a point ten yards or thereabouts measured in a north-westerly direction from the south-east corner of Saint Vincent Place at its junction with Queen Street, and thence passing respectively eastward along the southern side of George Square to South Frederick Street, thence curving in a south-easterly direction into and passing southward along South Frederick Street, and thence curving in a south-easterly direction into Ingram Street, and respectively terminating in that street, Tramway No. 7 by a junction with Tramway No. 9 herein-after described at a point eleven yards or thereabouts measured in a south-easterly direction from the south-east corner of South Frederick Street at its junction with Ingram Street, and Tramway No. 7A by a junction with Tramway No. 9A herein-after described at a point thirteen yards or thereabouts measured in a south-easterly direction from the south-east corner of South Frederick Street at its junction with Ingram Street:

A.D. 1875.

A tramway, No. 9 (single), one furlong 4·93 chains in length, and a tramway, No. 9A (single), one furlong 4·93 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing respectively in Ingram Street, Tramway No. 9 by a junction with Tramway No. 7 at a point eleven yards or thereabouts measured in a south-easterly direction from the south-east corner of South Frederick Street at its junction with Ingram Street, and Tramway No. 9A by a junction with Tramway No. 7A at a point thirteen yards or thereabouts measured in a south-easterly direction from the south-east corner of South Frederick Street at its junction with Ingram Street, and thence passing respectively in an easterly direction along Ingram Street to Glassford Street, and thence curving in a south-easterly direction into and passing southwards along Glassford Street, and thence curving in a south-easterly direction into and terminating respectively in Trongate, Tramway No. 9 by a junction with Glasgow Street Tramway No. 2 at a point twelve yards or thereabouts measured in a south-easterly direction from the south-east corner of Glassford Street at its junction with Trongate, and Tramway No. 9A by a junction with Glasgow Street Tramway No. 2A at a point fifteen yards or thereabouts measured in a south-easterly direction from the south-east corner of Glassford Street at its junction with Trongate:

A tramway, No. 10 (single), one mile one furlong 3·95 chains in length, commencing in Glassford Street, in the City parish of Glasgow and royal burgh of Glasgow, by a junction with Tramway No. 9A at a point thirty-four yards or thereabouts measured in a north-westerly direction from the south-east corner of Glassford Street at its junction with Trongate, and thence passing southwards along Glassford Street, Stockwell Street, Victoria Bridge, Main Street (Gorbals), and Pollokshaws Road, and terminating in that road, in the parish of Govan in the county of Lanark, by a junction with Tramway No. 43 herein-after described at a point ninety-one yards or thereabouts measured in a northerly direction from the north-east corner of Victoria Free Church, situated on the western side of Victoria Road, at its junction with Pollokshaws Road and Eglinton Street, which said tramway will be made or pass from, in, through, or into the City parish and royal burgh of Glasgow and the parishes of Gorbals and Govan, in the county of Lanark:

A tramway, No. 10A (single), one mile 3·73 chains in length, commencing in Stockwell Street, in the City parish of Glasgow

and royal burgh of Glasgow, by a junction with Tramway No. 10 at a point twelve yards or thereabouts measured in a south-easterly direction from the south-east corner of Jackson Street at its junction with Stockwell Street, and thence passing southwards along Stockwell Street, Victoria Bridge, Main Street (Gorbals), and Pollokshaws Road, and terminating in that road, in the parish of Govan in the county of Lanark, by a junction with Tramway No. 43A herein-after described at a point ninety-one yards or thereabouts measured in a northerly direction from the north-east corner of Victoria Free Church, situate on the western side of Victoria Road at its junction with Pollokshaws Road and Eglinton Street, which said tramway will be made or pass from, in, through, or into the City parish and royal burgh of Glasgow and the parishes of Gorbals and Govan in the county of Lanark:

A tramway, No. 10B (single), 2·47 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing in Argyle Street by a junction with Glasgow Street Tramway No. 2 at a point forty yards or thereabouts measured in a north-westerly direction from the north-west corner of Stockwell Street at its junction with Argyle Street, and thence passing eastward along Argyle Street and curving in a south-easterly direction into and terminating in Stockwell Street by a junction with Tramway No. 10 at a point eight yards or thereabouts measured in a south-easterly direction from the north-west corner of Stockwell Street at its junction with Argyle Street:

A tramway, No. 10C (single), 4·60 chains in length, wholly situate in the parish of Govan in the county of Lanark, commencing in Main Street (Gorbals) by a junction with Tramway No. 10A at a point forty-two yards or thereabouts measured in a northerly direction from the south-west corner of Main Street (Gorbals) at its junction with Cumberland Street, and thence passing in a southerly direction along Main Street (Gorbals), across Cumberland Street, and into Pollokshaws Road, and terminating in that road by a junction with Tramway No. 10 at a point thirty-four yards or thereabouts measured in a southerly direction from the north-west corner of Pollokshaws Road at its junction with Cumberland Street:

A tramway, No. 11 (single), five furlongs 2·40 chains in length, and a tramway, No. 11A (single), five furlongs 3·12 chains in length, commencing respectively in Pollokshaws Road, in the parish of Govan and county of Lanark, Tramway No. 11 by

A.D. 1875.

a junction with Tramway No. 43 herein-after described at a point in Pollokshaws Road ninety-one yards or thereabouts measured in a northerly direction from the north-east corner of Victoria Free Church, situate on the western side of Victoria Road, at its junction with Pollokshaws Road and Eglinton Street, and Tramway No. 11A by a junction with Tramway No. 43A herein-after described at a point ninety-one yards or thereabouts measured in a northerly direction from the north-east corner of Victoria Free Church, situate on the western side of Victoria Road, at its junction with Pollokshaws Road and Eglinton Street, and thence passing respectively in a southerly direction along Victoria Road, and terminating in that road in the parish of Cathcart and county of Renfrew, Tramway No. 11 by a junction with Tramway No. 11A at a point forty-two yards or thereabouts, and Tramway No. 11A at a point twenty-six yards or thereabouts, both distances measured in a northerly direction, from the entrance gate to the Queen's Park at the south end of Victoria Road:

A tramway, No. 12 (single), one mile five furlongs 7·33 chains in length, and a tramway, No. 12A (single), one mile five furlongs 8·27 chains in length, commencing in Renfield Street in Barony parish of Glasgow, Tramway No. 12 there forming a junction with Glasgow Street Tramway No. 5 at a point ten yards or thereabouts measured in a north-westerly direction from the north-east corner of Saint Vincent Street at its intersection with Renfield Street, and Tramway No. 12A there forming a junction with Glasgow Street Tramway No. 5A at a point thirteen yards or thereabouts measured in a north-westerly direction from the north-east corner of Saint Vincent Street at its intersection with Renfield Street, and thence respectively curving in a south-easterly direction into and passing eastwardly along Saint Vincent Street, across Buchanan Street, along Saint Vincent Place, and curving in a north-easterly direction into and passing along the west side of George Square, and easterly along the north side of George Square, George Street, across High Street, and along Duke Street, and Tramway No. 12 terminating in Duke Street by a junction with Tramway No. 12A at a point thirteen yards or thereabouts measured in a south-easterly direction from the north-west corner of Meadowpark Street at its junction with Duke Street, and Tramway No. 12A terminating in Duke Street at a point twenty-three yards or thereabouts measured in a south-easterly direction from the north-west corner of Meadowpark Street at its junction with Duke Street, which

said tramways will be made or pass from, through, or into the Barony parish of Glasgow, the City parish of Glasgow, the royal burgh of Glasgow, and the parish of Springburn, or some of them:

A tramway, No. 13 (single), two furlongs 4·12 chains in length, commencing in Duke Street, in Springburn parish and Barony parish of Glasgow, or one of them, by a junction with Tramway No. 12 at a point fourteen yards or thereabouts measured in a north-easterly direction from the north-east corner of Bluevale Street at its junction with Duke Street, and thence curving in a south-westerly direction into and passing along Bluevale Street and East John Street, and curving in a south-easterly direction into and terminating in Gallowgate, in the City parish of Glasgow and royal burgh of Glasgow, by a junction with Bothwell Tramway No. 5A at a point sixteen yards or thereabouts measured in a south-easterly direction from the south-east corner of East John Street at its junction with Gallowgate:

A tramway, No. 13A (single), 0·78 chains in length, commencing in Duke Street, in Springburn parish and Barony parish of Glasgow, or one of them, by a junction with Tramway No. 12A at a point ten yards or thereabouts measured in a north-westerly direction from the north-west corner of Bluevale Street at its junction with Duke Street, and thence curving in a south-easterly direction into and terminating in Bluevale Street, in the Barony parish of Glasgow, by a junction with Tramway No. 13 at a point seven yards or thereabouts measured in a south-easterly direction from the north-west corner of Bluevale Street at its junction with Duke Street:

A tramway, No. 14 (single), 1·45 chains in length, wholly situate in Gallowgate, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Bothwell Tramway No. 5 at a point eight yards or thereabouts measured in a southerly direction from the south-west corner of East John Street at its junction with Gallowgate, thence passing in a westerly direction, and terminating by a junction with Bothwell Tramway No. 5A at a point eleven yards or thereabouts measured in a north-easterly direction from the north-east corner of David Street at its junction with Gallowgate:

A tramway, No. 15 (single), 5·19 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing in Gallowgate by a junction with Bothwell Tramway No. 5 at a point nine yards or thereabouts measured in a

A.D. 1875.

southerly direction from the south-east corner of Whitevale Street at its junction with Gallowgate, and thence curving in a south-easterly direction into and passing along David Street, and terminating in that street at a point fourteen yards or thereabouts measured in an easterly direction from the south-east corner of Elgin Street at its junction with David Street:

A tramway, No. 15A (single), 1·20 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing in Gallowgate by a junction with Bothwell Tramway No. 5A at a point twelve yards or thereabouts measured in a southerly direction from the south-east corner of Whitevale Street at its junction with Gallowgate, and thence curving in a south-easterly direction into and terminating in David Street by a junction with Tramway No. 15 at a point nine yards or thereabouts measured in a south-easterly direction from the north-west corner of David Street at its junction with Gallowgate:

A tramway, No. 15B (single), 1·26 chains in length, wholly situate in David Street, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Tramway No. 15 at a point nine yards or thereabouts measured in a north-easterly direction from the north-east corner of Elgin Street at its junction with David Street, and thence passing southward along David Street, and terminating at a point sixteen yards or thereabouts measured in a south-easterly direction from the south-east corner of Elgin Street at its junction with David Street:

A tramway, No. 16 (single), two furlongs 8·82 chains in length, commencing in Gallowgate, in the City parish of Glasgow and royal burgh of Glasgow, at a point thirty yards or thereabouts measured in a north-easterly direction from the north-east corner of Crownpoint Street at its junction with Gallowgate, and thence curving in a south-westerly direction into and passing along Crownpoint Street, across Avenue Street, and along Fielden Street, and terminating in Fielden Street, in the parish of Calton, by a junction with Tramways No. 17 and No. 17A herein-after described at a point twenty-seven yards or thereabouts measured in a north-easterly direction from the south-west corner of Fielden Street at its junction with London Road:

A tramway, No. 17 (single), three furlongs 3·66 chains in length, and a tramway, No. 17A (single), three furlongs 6·05 chains

in length, wholly situate in the parish of Calton; Tramway No. 17 commencing by a junction with Tramway No. 18A herein-after described in the open space or street known as Bridgeton Cross at a point seventeen yards or thereabouts measured in a south-easterly direction from the south-east corner of Orr Street, and Tramway No. 17A commencing by a junction with Tramway No. 18A herein-after described in Canning Street, at a point twenty-seven yards or thereabouts measured in a south-westerly direction from the south-west corner of Orr Street, and thence respectively passing eastward into and along London Road to Fielden Street, thence curving in a north-easterly direction into and terminating in Fielden Street by a junction with Tramway No. 16 at a point twenty-seven yards or thereabouts measured in a north-easterly direction from the south-west corner of Fielden Street at its junction with London Road:

A tramway, No. 18 (single), 2 furlongs 1·19 chains in length, wholly situate in the parish of Calton, commencing in Canning Street by a junction with Glasgow Street Tramway No. 2 at a point twenty-one yards or thereabouts measured in a westerly direction from the south-west corner of Tobago Street at its junction with Canning Street, and thence passing eastward along Canning Street and into and terminating in Charles Street, or in the open space or street known as Bridgeton Cross at a point twenty yards or thereabouts measured in a south-easterly direction from the south-east corner of Orr Street:

A tramway, No. 18A (single), 2 furlongs 5·28 chains in length, wholly situate in the parish of Calton, commencing in Canning Street by a junction with Glasgow Street Tramway No. 2A at a point twenty-one yards or thereabouts measured in a westerly direction from the south-west corner of Tobago Street at its junction with Canning Street, and thence passing in an easterly direction along Canning Street, and curving southwardly, eastwardly, northwardly, and westwardly round the open space or street known as Bridgeton Cross into Canning Street, and terminating in that street by a junction with Tramway No. 18 at a point twelve yards or thereabouts measured in a southerly direction from the south-west corner of Orr Street:

A tramway, No. 18B (single), 1·76 chains in length, wholly situate in Canning Street, in the parish of Calton, commencing by a junction with Tramway No. 18 at a point twenty-five

A.D. 1875.

yards or thereabouts measured in a westerly direction from the north-east corner of Cumberland Street (Calton), at its intersection with Canning Street, and thence passing eastward and terminating by a junction with Tramway No. 18 at a point fifteen yards or thereabouts measured in a south-easterly direction from the north-east corner of Cumberland Street (Calton) at its intersection with Canning Street:

A tramway, No. 19 (single), 6·65 chains in length, wholly situate in the parish of Calton, commencing in Canning Street by a junction with Tramway No. 18 at a point nine yards or thereabouts measured in a southerly direction from the south-east corner of Tobago Street at its junction with Canning Street, thence curving in a north-westerly direction into and passing along Tobago Street, and terminating in that street at a point eighteen yards or thereabouts measured in a north-easterly direction from the north-western corner of Catherine Street at its junction with Tobago Street:

A tramway, No. 20 (single), 2·20 chains in length, wholly situate in Great Hamilton Street, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Glasgow Street Tramway No. 2 at a point thirty-seven yards or thereabouts measured in a north-westerly direction from the south-western corner of Risk Street at its junction with Great Hamilton Street, and thence passing in an easterly direction, and terminating by a junction with Glasgow Street Tramway No. 2 at a point fourteen yards or thereabouts measured in a south-easterly direction from the south-west corner of Risk Street at its junction with Great Hamilton Street:

A tramway, No. 21 (single), 3·54 chains in length, wholly situate in London Street, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Glasgow Street Tramway No. 2A at a point thirty-three yards or thereabouts measured in an easterly direction from the south-west corner of London Street at its junction with Saltmarket, and thence passing eastward and terminating by a junction with the Glasgow Street Tramway No. 2 at a point one hundred and nine yards or thereabouts measured in a south-easterly direction from the south-west corner of London Street at its junction with Saltmarket:

A tramway, No. 22 (single), 2·32 chains in length, wholly situate in Gallowgate, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Bothwell

Tramway No. 5 at a point nine yards or thereabouts measured in a southerly direction from the south-east corner of Bellgrove Street at its junction with Gallowgate, thence passing in an easterly direction and terminating by a junction with the Bothwell Tramway No. 5 at a point fifty-two yards or thereabouts measured in a south-easterly direction from the south-east corner of Bellgrove Street at its junction with Gallowgate:

A tramway, No. 23 (single), two furlongs 2·35 chains in length, and a tramway, No. 23A (single), two furlongs 2·35 chains in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing respectively in Trongate, Tramway No. 23 by a junction with Glasgow Street Tramway No. 2 at a point twenty-one yards or thereabouts measured in a south-westerly direction from the south-west corner of High Street, and Tramway No. 23A by a junction with Glasgow Street Tramway No. 2A at a point twenty-three yards or thereabouts measured in a south-westerly direction from the south-west corner of High Street, and thence respectively passing eastward into and along Gallowgate and along the new line of Gallowgate on the high level, and terminating respectively in Gallowgate, Tramway No. 23 by a junction with Bothwell Tramway No. 5 at a point eleven yards or thereabouts measured in a south-easterly direction from the south-west corner of East Campbell Street at its junction with Gallowgate, and Tramway No. 23A by a junction with Bothwell Tramway No. 5A at a point fourteen yards or thereabouts measured in a south-easterly direction from the south-west corner of East Campbell Street at its junction with Gallowgate:

A tramway, No. 24 (single), 4·82 chains in length, wholly situate in Trongate, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Glasgow Street Tramway No. 2A at a point twenty-three yards or thereabouts measured in a south-westerly direction from the south-west corner of Candleriggs at its junction with Trongate, and thence passing eastward and terminating by a junction with Glasgow Street Tramway No. 2A at a point twelve yards or thereabouts measured in a southerly direction from the south-east corner of Nelson Street at its junction with Trongate:

A tramway, No. 24A (single), 2·67 chains in length, wholly situate in Trongate, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Tramway No. 24 at

A.D. 1875.

a point twenty-one yards or thereabouts measured in a north-easterly direction from the north-east corner of King Street at its junction with Trongate, and thence passing eastward and terminating by a junction with Glasgow Street Tramway No. 2, at a point nine yards or thereabouts measured in a southerly direction from the south-east corner of Nelson Street at its junction with Trongate:

A tramway, No. 25 (single), 6·62 chains in length, wholly situate in Argyle Street, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Glasgow Street Tramway No. 2A at a point forty-six yards or thereabouts measured in a north-westerly direction from the north-west corner of Maxwell Street at its junction with Argyle Street, and thence passing in an easterly direction, and terminating by a junction with Glasgow Street Tramway No. 2A at a point thirty-six yards or thereabouts measured in a north-westerly direction from the north-west corner of Dunlop Street at its junction with Argyle Street:

A tramway, No. 26 (single), 3·17 chains in length, and a tramway, No. 26A (single), 3·17 chains in length, wholly situate in Argyle Street, in the City parish of Glasgow and royal burgh of Glasgow, Tramway No. 26 commencing by a junction with Glasgow Street Tramway No. 1 at a point twenty-five yards or thereabouts measured in a north-westerly direction from the north-west corner of Jamaica Street at its junction with Argyle Street, and Tramway No. 26A commencing by a junction with Glasgow Street Tramway No. 1B at a point twenty-three yards or thereabouts measured in a north-westerly direction from the north-west corner of Jamaica Street at its junction with Argyle Street, and thence respectively passing eastwards, and terminating respectively, Tramway No. 26 by a junction with Glasgow Street Tramway No. 2 at a point twenty-four yards or thereabouts measured in a south-easterly direction from the south-east corner of Union Street at its junction with Argyle Street, and Tramway No. 26A by a junction with Glasgow Street Tramway No. 2A at a point twenty-five yards or thereabouts measured in a south-easterly direction from the south-east corner of Union Street at its junction with Argyle Street:

A tramway, No. 27 (single), 2·94 chains in length, and a tramway, No. 27A (single), 2·94 chains in length, commencing respectively in Jamaica Street, in the City parish of Glasgow and royal burgh of Glasgow, Tramway No. 27 by a junction

with Glasgow Street Tramway No. 3 at a point twenty-three yards or thereabouts measured in a south-easterly direction from the north-west corner of Jamaica Street at its junction with Argyle Street, and Tramway No. 27A by a junction with Glasgow Street Tramway No. 3A at a point twenty-five yards or thereabouts measured in a south-easterly direction from the north-west corner of Jamaica Street at its junction with Argyle Street, and thence respectively passing northwards along Jamaica Street, across Argyle Street, into and along Union Street, and terminating respectively in Union Street in the Barony parish of Glasgow, Tramway No. 27 by a junction with Glasgow Street Tramway No. 5A at a point twenty-eight yards or thereabouts measured in a north-westerly direction from the south-east corner of Union Street at its junction with Argyle Street, and Tramway No. 27A by a junction with Glasgow Street Tramway No. 5 at a point twenty-seven yards or thereabouts measured in a north-westerly direction from the south-east corner of Union Street at its junction with Argyle Street:

A tramway, No. 28 (single), 1·17 chains in length, and a tramway, No. 28A (single), one chain in length, wholly situate in the City parish of Glasgow and royal burgh of Glasgow, commencing respectively in Jamaica Street, Tramway No. 28 by a junction with Tramway No. 27 at a point twelve yards or thereabouts measured in a south-easterly direction from the north-west corner of Jamaica Street at its junction with Argyle Street, and Tramway No. 28A by a junction with Tramway No. 27A at a point fifteen yards or thereabouts measured in a south-easterly direction from the north-west corner of Jamaica Street at its junction with Argyle Street, and thence respectively curving in a north-easterly direction into and terminating in Argyle Street, Tramway No. 28 by a junction with Tramway No. 26 at a point eight yards or thereabouts measured in a south-easterly direction from the south-east corner of Union Street at its junction with Argyle Street, and Tramway No. 28A by a junction with Tramway No. 26A at a point eleven yards or thereabouts measured in a south-easterly direction from the south-east corner of Union Street at its junction with Argyle Street:

A tramway, No. 29 (single), 1·36 chains in length, and a tramway, No. 29A (single), 1·15 chains in length, wholly situate in the Barony parish of Glasgow, and commencing respectively in Renfield Street, Tramway No. 29 by a junction with Glasgow Street Tramway No. 5A at a point twelve yards or thereabouts

A.D. 1875.

measured in a south-westerly direction from the south-east corner of Renfield Street at its intersection with Saint Vincent Street, and Tramway No. 29A by a junction with Glasgow Street Tramway No. 5 at a point nine yards or thereabouts measured in a south-westerly direction from the south-east corner of Renfield Street at its intersection with Saint Vincent Street, and thence respectively curving in a north-easterly direction into and terminating in Saint Vincent Street, Tramway No. 29 by a junction with Tramway No. 12 at a point sixteen yards or thereabouts measured in a north-easterly direction from the south-east corner of Renfield Street at its intersection with Saint Vincent Street, and Tramway No. 29A by a junction with Tramway No. 12A at a point fourteen yards or thereabouts measured in a north-easterly direction from the south-east corner of Renfield Street at its intersection with Saint Vincent Street:

A tramway, No. 30 (single), 4·35 chains in length, wholly situate in Saint Vincent Place, in the City parish of Glasgow and royal burgh of Glasgow, commencing by a junction with Tramway No. 12A at a point twenty yards or thereabouts measured in a northerly direction from the south-west corner of Saint Vincent Place at its junction with Buchanan Street, and thence passing eastwards and terminating by a junction with Tramway No. 12A at a point eleven yards or thereabouts measured in a north-easterly direction from the north-east corner of the North Court, Royal Exchange, at its junction with Saint Vincent Place:

A tramway, No. 31 (single), 3·62 chains in length, wholly situate in Main Street (Anderston), in the Barony parish of Glasgow, commencing at a point seven yards or thereabouts measured in an easterly direction from the north-east corner of Stobcross Street at its junction with Main Street (Anderston), and thence passing eastwards and terminating by a junction with Glasgow Street Tramway No. 1A at a point forty-two yards or thereabouts measured in an easterly direction from the north-east corner of Washington Street at its junction with Main Street (Anderston):

A tramway, No. 31A (single), 1·88 chains in length, wholly situate in Main Street (Anderston), in the Barony parish of Glasgow, commencing by a junction with Tramway No. 31 at a point nine yards or thereabouts measured in a north-easterly direction from the north-west corner of Washington Street at its junction with Main Street (Anderston), and thence passing

eastwards and terminating by a junction with the Glasgow Street Tramway No. 1 at a point twenty-nine yards or thereabouts measured in a north-easterly direction from the north-east corner of Washington Street at its junction with Main Street (Anderston):

A tramway, No. 32 (single), 8·40 chains in length, wholly situate in the Barony parish of Glasgow, commencing in Main Street (Anderston) by a junction with Glasgow Street Tramway No. 1B at a point sixteen yards or thereabouts measured in a south-easterly direction from the south-east corner of North Street at its junction with Main Street (Anderston), and thence curving in a northerly direction into and passing along North Street, and terminating in that street at a point thirteen yards or thereabouts measured in a north-easterly direction from the north-east corner of Union Place at its junction with North Street:

A tramway, No. 32A (single), 1·16 chains in length, wholly situate in the Barony parish of Glasgow, commencing in Main Street (Anderston) by a junction with Glasgow Street Tramway No. 1 at a point fourteen yards or thereabouts measured in a south-easterly direction from the south-east corner of North Street at its junction with Main Street (Anderston), and thence curving in a northerly direction into and terminating in North Street by a junction with Tramway No. 32 at a point nine yards or thereabouts measured in a north-westerly direction from the south-east corner of North Street at its junction with Main Street (Anderston):

A tramway, No. 33 (single), three furlongs 9·43 chains in length, and a tramway, No. 33A (single), three furlongs 9·43 chains in length, wholly situate in the Barony parish of Glasgow, commencing respectively in Dumbarton Road, Tramway No. 33 by a junction with Glasgow Street Tramway No. 9 at a point twelve yards or thereabouts measured in a south-westerly direction from the south-west corner of Derby Street at its junction with Dumbarton Road, and Tramway No. 33A by a junction with Glasgow Street Tramway No. 9B at a point fourteen yards or thereabouts measured in a south-westerly direction from the south-west corner of Derby Street at its junction with Dumbarton Road, and thence respectively passing south-eastwards along Dumbarton Road and Main Street (Anderston) and terminating in Main Street (Anderston), Tramway No. 33 by a junction with Glasgow Street Tramway No. 1 at a point seventeen yards or thereabouts measured in a south-easterly direction from the south-east corner of

A.D. 1875.

Elderslie Street at its junction with Main Street (Anderston), and Tramway No. 33A by a junction with Glasgow Street Tramway No. 1B at a point nineteen yards or thereabouts measured in a south-easterly direction from the south-east corner of Elderslie Street at its junction with Main Street (Anderston):

A tramway, No. 33B (single), 4·59 chains in length, wholly situate in the Barony parish of Glasgow, commencing in Main Street (Anderston) by a junction with Glasgow Street Tramway No. 1B at a point fifty-three yards or thereabouts measured in an easterly direction from the south-east corner of Shaftesbury Street at its junction with Main Street (Anderston), and thence passing westward along the southern side of Main Street (Anderston), and curving westwards and northwards round the open space or street at the junctions of Main Street (Anderston), Cranston Street, and Catherine Street, and terminating in Main Street (Anderston) by a junction with Glasgow Street Tramway No. 1 at a point opposite the eastern side of Shaftesbury Street at its junction with Main Street (Anderston):

A tramway, No. 34 (single), 5·04 chains in length, and a tramway, No. 34A (single), 4·97 chains in length, commencing respectively in Dumbarton Road, in the parish of Govan in the county of Lanark, Tramway No. 34 by a junction with Glasgow Street Tramway No. 9 at a point thirty-one yards or thereabouts measured in a north-westerly direction from the north-west end of the wing wall of the bridge carrying Dumbarton Road over the river Kelvin, and Tramway No. 34A by a junction with Glasgow Street Tramway No. 9A at a point thirty-one yards or thereabouts measured in a north-westerly direction from the north-west end of the wing wall of the bridge carrying the Dumbarton Road over the river Kelvin, and thence passing in a south-easterly direction along the Dumbarton Road, and terminating respectively in that road in the Barony parish of Glasgow, Tramway No. 34 by a junction with Glasgow Street Tramway No. 9 at a point eighty-four yards or thereabouts measured in a south-easterly direction from the north-west end of the wing wall of the bridge carrying Dumbarton Road over the river Kelvin, and Tramway No. 34A by a junction with Glasgow Street Tramway No. 9B at a point eighty-four yards or thereabouts measured in a south-easterly direction from the north-west end of the wing wall of the bridge carrying Dumbarton Road over the river Kelvin:

A tramway, No. 35 (single), one mile one furlong 8·46 chains in length, wholly situate in Dumbarton Road, in the parish of Govan and county of Lanark, commencing by a junction with Glasgow Tramway No. 2 at a point seventeen yards or thereabouts measured in an easterly direction from the north-eastern end of parapet of bridge carrying Dumbarton Road over Whiteinch Burn, thence passing eastwards and terminating by a junction with Glasgow Street Tramway No. 9A at a point sixty-five yards or thereabouts measured in an easterly direction from the south-east corner of Crow Road or Jordanhill Street at its junction with Dumbarton Road:

A tramway, No. 35A (single), 2·64 chains in length, wholly situate in Dumbarton Road, in the parish of Govan in the county of Lanark, commencing by a junction with Glasgow Street Tramway No. 9 at a point thirty-seven yards or thereabouts measured in a south-westerly direction from the south-west corner of Peel Street at its junction with Dumbarton Road, and thence passing eastwards and terminating by a junction with Glasgow Street Tramway No. 9 at a point opposite the eastern side of Peel Street at its junction with Dumbarton Road:

A tramway, No. 36 (single), 7·85 chains in length, and a tramway, No. 36A (single), 7·85 chains in length, commencing respectively in the Great Western Road, in the parish of Govan in the county of Lanark, Tramway No. 36 by a junction with Glasgow Street Tramway No. 11 at a point twenty-three yards or thereabouts measured in a north-easterly direction from the north-east corner of Otago Street at its junction with Great Western Road, and Tramway No. 36A by a junction with Glasgow Street Tramway No. 12 at a point twenty-one yards or thereabouts measured in a north-easterly direction from the north-east corner of Otago Street at its junction with Great Western Road, and thence respectively passing eastwards along Great Western Road, and terminating respectively in that road in the parish of Maryhill and the Barony parish of Glasgow, or one of them, Tramway No. 36 by a junction with Glasgow Street Tramway No. 5 at a point fifteen yards or thereabouts measured in a south-westerly direction from the south-east corner of North Woodside Road at its junction with Great Western Road, and Tramway No. 36A by a junction with Glasgow Street Tramway No. 5A at a point sixteen yards or thereabouts measured in a south-westerly direction from the south-east corner of North Woodside Road at its junction with Great Western Road:

A.D. 1875.

A tramway, No. 37 (single), 3·42 chains in length, wholly situate in Great Western Road in the parish of Maryhill and the Barony parish of Glasgow, or one of them, commencing at a point twenty-seven yards or thereabouts measured in a south-westerly direction from the south-east corner of North Woodside Road at its junction with Great Western Road, and thence passing eastwards and terminating by a junction with Glasgow Street Tramway No. 5 at a point sixteen yards or thereabouts measured in a north-easterly direction from the north-west corner of Park Road at its junction with Great Western Road:

A tramway, No. 38 (single), 3·37 chains in length, commencing in Great Western Road in the parish of Maryhill and the Barony parish of Glasgow, or one of them, at a point fifty-seven yards or thereabouts measured in a north-westerly direction from the south-east corner of Great Western Road at its junction with Saint George's Road, and thence passing eastwards and terminating by a junction with Glasgow Street Tramway No. 5A at a point twenty yards or thereabouts measured in an easterly direction from the south-eastern corner of Great Western Road at its junction with Saint George's Road, in the City parish of Glasgow and royal burgh of Glasgow and the Barony parish of Glasgow, or one of them:

A tramway, No. 39 (single), three furlongs 3·96 chains in length, and a tramway, No. 39A (single), three furlongs 4·04 chains in length, wholly situate in the Barony parish of Glasgow, commencing respectively in Dumbarton Road, Tramway No. 39 by a junction with Glasgow Street Tramway No. 9 at a point twelve yards or thereabouts measured in a south-westerly direction from the south-west corner of Derby Street at its junction with Dumbarton Road, and Tramway No. 39A by a junction with Glasgow Street Tramway No. 9B at a point fourteen yards or thereabouts measured in a south-westerly direction from the south-west corner of Derby Street at its junction with Dumbarton Road, and thence respectively curving in a north-easterly direction into Derby Street, and passing northwards along Derby Street, and curving in a north-easterly direction from Derby Street into Sandyford Street, and passing eastwards along Sandyford Street across Kelvingrove Street and along Sauchiehall Street, and terminating in Sauchiehall Street, Tramway No. 39 by a junction with Glasgow Street Tramway No. 6 at a point forty-three yards or thereabouts measured in an easterly direction from the north-east corner of Elderslie Street at its junction with Sauchiehall Street, and Tramway

No. 39A by a junction with Glasgow Street Tramway No. 6A at a point forty-one yards or thereabouts measured in an easterly direction from the north-east corner of Elderslie Street at its junction with Sauchiehall Street:

A tramway, No. 39B (single), 3·78 chains in length, wholly situate in Sauchiehall Street in the Barony parish of Glasgow, commencing by a junction with Tramway No. 39 at a point opposite or nearly opposite the eastern side of Kelvingrove Street, and thence passing eastwards and terminating by a junction with Tramway No. 39A at a point seventy-nine yards or thereabouts measured in a south-easterly direction from the north-west corner of Sauchiehall Street at its junction with Kelvingrove Street:

A tramway, No. 40 (single), 4·48 chains in length, wholly situate in Sauchiehall Street in the Barony parish of Glasgow, commencing by a junction with Glasgow Street Tramway No. 6A at a point forty-one yards or thereabouts measured in a north-westerly direction from the north-west corner of North Street at its junction with Sauchiehall Street, and thence passing eastward, and terminating by a junction with Glasgow Street Tramway No. 6 at a point thirty-eight yards or thereabouts measured in a north-easterly direction from the north-east corner of North Street at its junction with Sauchiehall Street:

A tramway, No. 41 (single), 3·73 chains in length, wholly situate in Paisley Road, in the parish of Govan and counties of Lanark and Renfrew, or one of them, commencing by a junction with the tramway constructed by the Corporation under the powers of "The Vale of Clyde Tramways Act, 1871," and therein called "Tramway No. 1," at a point opposite the western side of Saint James Street at its junction with Paisley Road, and thence passing westward and terminating at a point opposite the eastern side of Great Wellington Street at its junction with Paisley Road:

A tramway, No. 42 (single), 2·58 chains in length, wholly situate in Eglinton Street in the parish of Govan in the county of Lanark, commencing by a junction with Glasgow Street Tramway No. 4A at a point fifty-two yards or thereabouts measured in a south-westerly direction from the south-west corner of Cumberland Street at its junction with Eglinton Street, and thence passing northwards, and terminating by a junction with Glasgow Street Tramway No. 4A at a point opposite the southern side of Cumberland Street at its junction with Eglinton Street:

A.D. 1875.

A tramway, No. 43 (single), one furlong 7·33 chains in length, and a tramway, No. 43A (single), one furlong 7·27 chains in length, wholly situate in the parish of Govan and county of Lanark, commencing respectively in Eglinton Street, Tramway No. 43 by a junction with Glasgow Street Tramway No. 4A at a point thirteen yards or thereabouts measured in a south-easterly direction from the north-east corner of Lilybank Road at its junction with Eglinton Street, and Tramway No. 43A by a junction with Glasgow Street Tramway No. 4 at a point ten yards or thereabouts measured in a south-easterly direction from the north-east corner of Lilybank Road at its junction with Eglinton Street, and thence respectively passing southwards along Eglinton Street and Pollokshaws Road, and terminating in Pollokshaws Road, Tramway No. 43, at a point ten yards or thereabouts measured in a north-easterly direction from the north-west corner of Butterbiggins Road at its junction with Pollokshaws Road, and Tramway No. 43A at a point thirteen yards or thereabouts measured in a north-easterly direction from the north-west corner of Butterbiggins Road at its junction with Pollokshaws Road:

A tramway, No. 44 (single), two furlongs 4·90 chains in length, and a tramway, No. 44A (single), two furlongs 4·95 chains in length, respectively commencing in New City Road, in the City parish of Glasgow and royal burgh of Glasgow, Tramway No. 44 by a junction with Glasgow Street Tramway No. 5 at a point eighteen yards or thereabouts measured in a northerly direction from the north-west corner of Dalhousie Street at its junction with Shamrock Street and New City Road, and Tramway No. 44A by a junction with Glasgow Street Tramway No. 5A at a point fifteen yards or thereabouts measured in a northerly direction from the north-west corner of Dalhousie Street at its junction with Shamrock Street and New City Road, and thence passing respectively in a south-easterly direction into and along Cambridge Street, and thence curving in a south-easterly direction into and terminating in Sauchiehall Street in Barony parish of Glasgow, Tramway, No. 44 by a junction with Glasgow Street Tramway No. 6 at a point ten yards or thereabouts measured in a south-easterly direction from the south-east corner of Cambridge Street at its junction with Sauchiehall Street, and Tramway No. 44A by a junction with Glasgow Street Tramway No 6A at a point thirteen yards or thereabouts measured in a south-easterly direction from the

south-east corner of Cambridge Street at its junction with Sauchiehall Street:

A tramway, No. 45 (single), seven furlongs 2·50 chains in length, and a tramway, No. 45A (single), seven furlongs 3·37 chains in length, wholly situate in Great Western Road in the parish of Govan and county of Lanark; Tramway No. 45 commencing by a junction with Tramway No. 45A at a point ten yards or thereabouts measured in a north-westerly direction from the point where the public road leading from the Crow Road near Claythorn by Gartnavel joins the Great Western Road at North Balgray; and Tramway No. 45A commencing at a point twenty-five yards or thereabouts measured in a north-westerly direction from the point where the public road leading from the Crow Road near Claythorn by Gartnavel joins the Great Western Road at North Balgray, and thence respectively passing eastwards, and terminating Tramway No. 45 by a junction with Glasgow Street Tramway No. 11 at a point eighteen yards or thereabouts measured in a northerly direction from the western end of Sandringham Terrace, No. 169, Great Western Road, Hillhead, and Tramway No. 45A by a junction with Glasgow Street Tramway No. 12 at a point fifteen yards or thereabouts measured in a northerly direction from the western end of Sandringham Terrace, No. 169, Great Western Road, Hillhead.

As to construction of sewer in Partick under Tramway No. 35A.

7. The police commissioners of Partick shall be entitled, with the consent of the Glasgow and Yoker Turnpike Road Trustees, notwithstanding the construction of Tramway No. 35A, to construct, make, and maintain sewers underneath the said tramway, and they shall not be responsible for any interruption which the construction or maintenance of such sewers may occasion to the tramway traffic, nor for the expense of lifting and relaying the said tramways, which shall be done at the expense of the Corporation or their lessees: Provided, that the operations of the commissioners shall be carried on according to the directions and under the superintendence of the engineer for the time being of the Corporation and of the surveyors of the said road trustees and of the commissioners, or, in the event of their differing in opinion, according to the directions and under the superintendence of a neutral engineer to be appointed by the sheriff on the application of the commissioners or the Corporation.

As to construction of sewer in

8. The police commissioners of Crosshill shall be entitled, notwithstanding the construction of Tramways No. 11 and No. 11A, to

A.D. 1875.

Crosshill under Tramways Nos. 11 and 11A.

construct, make, and maintain sewers crossing from east to west underneath the said tramways, and they shall not be responsible for any interruption which the construction or maintenance of such sewers may occasion to the tramway traffic, nor for the expense of lifting and relaying the said tramways, which shall be done at the expense of the Corporation or their lessees: Provided that the operations of the commissioners shall be carried on according to the directions and under the superintendence of the engineer for the time being of the Corporation and of the surveyor of the commissioners, or, in the event of their differing in opinion, according to the directions and under the superintendence of a neutral engineer to be appointed by the sheriff on the application of the commissioners or the Corporation.

Corporation to abandon portions of authorised tramways.

9. The Corporation shall abandon the construction of the undermentioned several tramways and portions of tramways authorised by the Act of 1870; (that is to say,)

The following Glasgow tramways, namely, so much of Tramway No. 2 as is situate on the south-east side of Derby Street at its junction with Dumbarton Road, Tramway No. 2A, Tramway No. 3, Tramway No. 3A, Tramway No. 6, Tramway No. 6A, Tramway No. 7, Tramway No. 7A; so much of Tramway No. 4 and of Tramway No. 4A as is situate between the commencement of those tramways respectively and the south side of Sauchiehall Street, and between the north side of Bath Street and the termination of those tramways respectively; Tramway No. 5, Tramway No. 5A, Tramway No. 5B, Tramway No. 8, Tramway No. 8A, Tramway No. 11, Tramway No. 11A, Tramway No. 11B, Tramway No. 11C, Tramway No. 12, Tramway No. 12A; and so much of Tramway No. 15 and of Tramway No. 15A as will be rendered unnecessary by the construction of Tramway No. 43 and of Tramway No. 43A:

Also the following Glasgow Street Tramways; namely, so much of Tramway No. 1 as is situate between the commencement of that tramway and the west side of Elderslie Street, and also so much of that tramway as will be rendered unnecessary by the construction of Tramway No. 26; Tramway No. 1A; so much of Tramway No. 1B, of Tramway No. 2, and of Tramway No. 2A as will be rendered unnecessary by the construction of Tramway No. 26 and of Tramway No. 26A; so much of Tramway No. 2 as is situate between a point twenty yards west from the south-west corner of Tobago Street at its junction with Canning Street and the termination of the tramway; Tramway No. 2B, Tramway No. 2C, Tramway No. 7, Tramway No. 8,

Tramway No. 8A, Tramway No. 8B; so much of Tramway No. 9, of Tramway No. 9A, and of Tramway No. 9B as will be rendered unnecessary by the construction of Tramway No. 34 and Tramway No. 34A; and so much of Tramway No. 5, and of Tramway No. 5A, and of Tramway No. 11, and of Tramway No. 12 as will be rendered unnecessary by the construction of Tramway No. 36 and Tramway No. 36A.

Extension of time for completing authorised tramways.

10. The respective times granted by the Act of 1870 and the Bothwell Act respectively for constructing and completing the following tramways thereby respectively authorised; (that is to say,)

The following Glasgow Tramways; namely, so much of Tramway No. 4 and of Tramway No. 4A as is situate in Buchanan Street between the south side of Sauchiehall Street and the north side of Bath Street; Tramway No. 10, Tramway No. 10A; and so much of Tramway No. 15 and Tramway No. 15A as is situate to the southward of the termination of Tramway No. 43 and Tramway No. 43A by this Act authorised;

Also the following Bothwell Tramways; namely, so much of the tramways in the Bothwell Act described as Tramway No. 5 and Tramway No. 5A as is situate between Crownpoint Street and the terminations of those tramways respectively;

shall be extended until the first day of August one thousand eight hundred and seventy-eight.

Tramways to be kept on level with surface of roads.

11. If any municipal or road authority shall hereafter alter any street or road along or across which any tramway of the Corporation 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 street or road is altered the tramways may be constructed with reference to the imaginary centre lines of the altered streets or roads; and, if the level of any street or road is altered, the Corporation may and shall from time to time, at their own expense, alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the street or road as altered.

Mode of construction of tramways, &c.

12. The 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 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.

A.D. 1875.

Corporation to make passing places on requisition of road authority.

13. The Corporation shall and they are hereby required, on the requisition of the road authority of the respective roads upon which any of the tramways are laid, to construct a passing place or passing places connecting the lines of tramway with each other, at such points as shall be required by the road authority of the roads so requiring, and by means of such passing place or places the traffic shall, when necessary, be diverted from the one tramway to the other: Provided always, that if the Corporation or their lessees think fit they or either of them may appeal to the sheriff against any requisition so made, and the decision of the sheriff on such appeal shall be final.

Tolls or assessments payable in respect of traffic on roads to be payable in respect of similar traffic using tramways laid thereon.

14. Except as by this Act otherwise specially provided, any tramway laid along any turnpike or other road under the authority of this Act shall for all purposes be and remain a part of such road, and, notwithstanding anything in this Act contained, the road authority may levy and recover in respect of horses and other motive power drawing or propelling carriages of any description used in the conveyance of passenger traffic upon any tramway laid along such road, and in respect of such carriages themselves and their loading, the same tolls or assessments that such trustees are or may be entitled by law to levy and recover in respect of horses and other motive power drawing or propelling carriages used in the conveyance of passenger traffic upon such road, and the road authority may levy and recover in respect of horses and other motive power drawing or propelling carriages of any description used in the conveyance of traffic other than passenger traffic upon any tramway laid along such road, and in respect of such carriages themselves and their loading, the same tolls or assessments that such road authority are or may be entitled by law to levy and recover in respect of horses and other motive power drawing or propelling carriages without springs used in the conveyance of traffic of a similar description upon such road, and in respect of such last-mentioned carriages themselves and their loading: Provided always, that the tolls or assessments to be so levied by such road authority in respect of passenger traffic upon any such tramway shall not at any time be higher than those which such road authority shall be actually levying at the time in respect of traffic of a similar description passing upon the road along which such tramway shall be laid: Provided also, that the Corporation, or any company, person, or corporation lawfully using any of the tramways on the one part, and the road authority of any road along which any tramway may be laid under the authority of this Act on the other part, may from time to time enter into agreements with each other for the pay-

ment of a composition to such road authority in respect of the user of such road for such tramway, or in respect of the tolls, rates, or assessments payable for the conveyance of traffic thereon.

Power to alter streets, &c.

15. Subject to the provisions of this Act, and section twenty-six of "The Tramways Act, 1870," and during the construction or repair of the tramways or any of them, and for the purposes thereof, the Corporation may from time to time in the city and royal burgh of Glasgow, the City parish of Glasgow, the Barony parish of Glasgow, the parishes of Maryhill, Gorbals, Govan (Lanarkshire), Calton, Springburn, Cathcart, and Govan (Renfrewshire), enter on and open the surface of, and temporarily alter, stop up, remove, and otherwise interfere with, all streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, tramplates, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus.

Power to make additional crossing places, &c.

16. Subject to the provisions of this Act the Corporation may, with the consent of their lessees and of the road authority, from time to time make, maintain, alter, and remove, in the city and royal burgh of Glasgow, the Barony parish of Glasgow, and the parishes of Maryhill, Gorbals, Govan (Lanarkshire), Calton, Springburn, Cathcart, and Govan (Renfrewshire), such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in this Act or on the deposited plans, as they find necessary or convenient for the efficient working of the authorised tramways, or the constructed tramways, or the proposed tramways, or for providing access to any stables or carriage house or works of the Corporation or their lessees connected with the undertaking: Provided that the power by this section conferred shall not be put in force within the police districts or burghs of Partick, Crosshill, and Hillhead, without the consent of the commissioners of those police districts or burghs respectively.

Provision as to crossings of roads.

17. Notwithstanding anything in this Act or in any of the recited Acts contained, the Corporation shall not lay down more than one tramway consisting of two rails along or across any road or part of a road where the trustees of such road shall require that there be only one such tramway, and in all such cases such tramway shall be laid down on such road or part of a road in such line or position as such trustees may direct, not being further from the centre of the road than the line or position of one of the tramways authorised to be laid thereon as shown on the deposited plans: Provided also, that no siding, work, or other convenience in connexion with the said tramway which is not delineated on the depo-

A.D. 1875.

sited plans shall be made on any road or part of a road without the previous consent of the trustees of such road and of the local authority: Provided nevertheless, that the provisions in this section shall not apply to any case where more than one tramway has been already laid down, or where any siding, work, or other convenience not delineated on the deposited plans has already been made on any road.

Provisions as to existing tramways of Glasgow and Shotts Trustees.

18. Whereas Tramways No. 17 and No. 17A are proposed to be constructed along the London Road, which road forms a part of the roads under the management of the Glasgow and Shotts Turnpike Road Trustees, on which road the said trustees have laid tramplates for carts: Be it enacted, that in consideration of the said Tramways No. 17 and No. 17A the Corporation shall, on the construction of the said tramways, remove the said tramplates, and bottom, form, and macadamise the portion of the said road on which the tramplates are laid in a manner satisfactory to the surveyor of the said trustees, and shall thereafter maintain the same for a period of three months, and the said tramplates, together with the causeway stones and other appurtenances thereof, shall remain the property of the said trustees.

Temporary tramways may be made when necessary.

19. Where by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Act 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 may, subject to such conditions and in accordance in all respects with such regulations as the road authority may from time to time make, construct in the same or any adjacent road, and with the like consent, subject to the like conditions, and in accordance with the like regulations, maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued. If any difference arises between the 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 thirty-three 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.

20. If the proposed tramways are not completed within five years from the passing of this Act, then on the expiration of

that period the powers by this Act granted to the Corporation for executing the same or otherwise in relation thereto shall cease to be exercised, except as to so much thereof as is then completed.

Correction of errors, omissions, &c.

21. If any omission, mis-statement, or erroneous description is found to have been made of any lands, or of any owners, lessees, or occupiers of any lands, described or intended to be described in the deposited plans or book of reference, the Corporation may apply to the sheriff for the correction thereof, after giving ten days notice to the owners, lessees, and occupiers of the lands affected by the proposed correction, and if it appears to the sheriff that the omission, mis-statement, or erroneous description arose from mistake he shall certify the same accordingly, stating the particulars of the omission, mis-statement, or erroneous description, and such certificate shall be deposited with the principal sheriff clerk for the county in which the lands thereby affected shall be situate, and shall be kept by him with the other documents to which it relates, and subject and according to the same enactments and provisions as apply to those other documents, and thereupon the deposited plans or book of reference (as the case requires) shall be deemed to be corrected according to the certificate, and the Corporation may enter on, take, hold, and use those lands accordingly.

Power to take additional lands by agreement.

22. The Corporation may from time to time, for the purposes of the undertaking, with the consent of their lessees, purchase by agreement any lands, and may hold the same, not exceeding ten acres.

Power to agree for servitudes, &c.

23. The Corporation may, for the purposes of the undertaking, with the consent of their lessees, take by agreement, and any person by "The Lands Clauses Consolidation (Scotland) Act, 1845," or otherwise enabled to sell lands may grant to them, any servitude, 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 Consolidation (Scotland) Act, 1845," to sell lands except subject and according to the provisions relative to the taking of lands by agreement contained in that Act and "The Lands Clauses Consolidation Acts Amendment Act, 1860," for the purposes of this section, any such servitude, right, or privilege shall be deemed lands within the meaning of those Acts.

Power to Corporation to acquire Tramways

24. The Corporation with the consent of their lessees on the one hand may purchase, and the Vale of Clyde Company on the other hand may sell to the Corporation, on such terms and conditions,

A.D. 1875.

No. 16 and No. 16A of the Vale of Clyde Company.

and for such consideration or considerations as may be mutually agreed on, the whole or any part or portion of the undertaking of the Vale of Clyde Company which consists of the Tramways No. 16 and No. 16A; and in the event of such purchase and sale being effected the Vale of Clyde Company may cancel and extinguish so much of their capital as shall be represented by or be equivalent to the consideration received by them in respect of such purchase, and the Corporation shall have the same powers of leasing the said tramways, and shall be under the same obligations with regard to such leasing, as they have been or are subject to with respect to the authorised tramways: Provided always, that notwithstanding such purchase and sale, the provisions of the Act of 1871 shall continue to apply to the said Tramways No. 16 and No. 16A, and shall apply to the Corporation as proprietors of those tramways and to the lessees thereof, in the same manner as if the Corporation instead of the Vale of Clyde Company had been authorised by that Act to construct the same, and shall (except as respects the substitution of the Corporation for the Company in the event of such purchase and sale) continue to subsist to the same effect as if this Act had not been passed.

Alteration of junctions.

25. Where a junction is authorised by this Act between any one of the tramways and any authorised tramway, the Corporation may alter for a length of not more in any case than twenty yards the position of either tramway, so as the more conveniently to enable the junction to be effected.

Penalty for using tramways with carriages with flange wheels.

26. 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 a tramway 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, he shall for every such offence be liable to a penalty of not exceeding twenty pounds.

Lease between the Corporation and the Glasgow Tramway and Omnibus Company, Limited.

27. Subject to the provisions of this Act, the lease set forth in the schedule to this Act annexed, made between the Corporation of the one part and the Glasgow Tramway and Omnibus Company, Limited, of the other part, is by this Act confirmed and made binding on the Corporation and the Glasgow Tramway and Omnibus Company, Limited: Provided, that nothing in the said lease shall authorise the lessees to charge higher or other rates than those authorised by section sixty-seven of the Act of 1870.

Power to Corporation to grant

28. The Corporation shall have the same powers of leasing the proposed tramways, and the Tramways No. 1 and No. 1A authorised

leases of tramways.

by the Act of 1871, and the Tramways No. 5 and No. 5A authorised by the Bothwell Act, and any other tramways to be acquired by them, or any of them, or any part thereof, and shall be under the same obligations in regard to such leasing as they have or are subject to with respect to the authorised tramways, and the Act of the third George the Fourth, 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 or acquired by the Corporation under this Act.

Sections of Act of 1870 incorporated with this Act and Act of 1871.

29. Sections twenty-six and thirty-eight, and sections sixty-seven to seventy-five inclusive, and section seventy-nine of the Act of 1870 shall apply and be applicable to the tramways and to Tramways Nos. 1 and 1A authorised by the Act of 1871, and to Tramways No. 5 and No. 5A authorised by the Bothwell Act, in the same manner and to the same effect as if these tramways had been authorised by the Act of 1870; and subject to the provisions of this Act, the Corporation shall with respect to the tramways and to the said Tramways No. 1 and No. 1A, and the Tramways No. 5 and No. 5A, enjoy and exercise the same powers and authorities as they enjoy and exercise under the Act of 1870 with respect to the tramways authorised to be constructed by that Act: Provided, that this enactment shall not prejudice, affect, or alter any of the terms and conditions of the lease hereby confirmed.

Mode of ascertaining and computing tolls and charges.

30. The word "Company" in the 67th section of the Act of 1870 shall be construed to mean "the lessees of the Corporation, and, on "the expiration of the lease, the Corporation;" and in order to facilitate the collection of the tolls or charges authorised by the said 67th section, and to prevent disputes with respect to the distance travelled by each passenger, and the meaning of the said clause, the Corporation and their lessees shall from time to time, on the application in writing of either to the other, concur in causing a series of stations to be marked and set out on the several tramway routes on the tramways and the authorised tramways, and such stations shall be so marked and set out at the distance, as nearly as conveniently may be, of one mile apart, commencing the measurement of such distance from the junction of Jamaica Street with Argyle Street, or, in the option of the Corporation, from the termination nearest that junction of each tramway route traversed by individual cars which does not pass that junction, and numbered consecutively along each tramway route, and a list of such stations shall be exposed to public inspection in each car passing the same; and the Corporation or their lessees may demand and take for every

A.D. 1875.

passenger travelling on the tramways and the authorised tramways, or any part or parts thereof respectively (excepting as herein-after specially provided in reference to the commencement or termination of tramway routes), including tolls for the use of the tramways and of carriages, and for motive power and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny for the distance or any fractional part of the distance between any such station, or between any such station and the commencement or termination of any tramway route: Provided always, that where the commencement or termination of any tramway route shall be less than four hundred yards distant from the nearest station, no charge shall be made for the portion of the route between such nearest station or such commencement or termination respectively; and in the event of any difference between the Corporation and their lessees as to the position of any of the said stations after the point of commencement of such measurements shall have been fixed by the Corporation, the same shall be referred to the sheriff, whose decision shall be final.

Short distance routes.

31. Notwithstanding anything in the immediately preceding section of this Act, the lessees of the Corporation shall, on the necessary sidings being provided in each individual case, the Corporation and the police board having the power to grant or refuse such sidings, run cars from and to the places herein-after mentioned as frequently as the Corporation shall require, and they may demand and take for every passenger travelling by such cars between such places, including tolls for the use of the tramways and of carriages, and for motive power, and every other charge incidental to such conveyance, no greater sum than one penny, and such cars shall be distinguished from other cars in such manner as may be agreed on by the Corporation and their lessees, or, in the event of difference, by the sheriff:

1. The junction of Candleriggs with Trongate and Cranston Hill:
2. Bridgeton Cross and the junction of Queen Street with Argyle Street:
3. The junction of Whitevale Street with Gallowgate and the junction of Candleriggs with Trongate:
4. The junction of Bellgrove Street with Duke Street and St. Vincent Place:
5. The termination of tramways at St. Rollox and Union Street:
6. The junction of Cumberland Street and Main Street (Gorbals) and the west side of George Square:

Provided always, that the lessees may appeal to the sheriff against any requisition of the Corporation to run such cars if they shall

consider that the number of such cars so required is excessive, and the decision of the sheriff shall be final.

Through cars.

32. The lessees of the Corporation, or the Corporation on the termination of the lease, may run through cars along any tramway route or any portion of such route, and such cars shall be distinguished from other cars in such manner as may be agreed on by the Corporation and their lessees, or in the event of difference by the sheriff, and they may demand and take for every passenger by such cars, including tolls for the use of the tramways, and of carriages, and for motive power, and every other expense incidental to such conveyance, 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: Provided always, that the Corporation may demand and require that their lessees shall always, along any routes or portions of routes traversed by such through cars, run as many ordinary cars as shall be sufficient to satisfy the reasonable requirements of the public, and the tolls and charges chargeable for passengers travelling by such ordinary cars shall be those provided under section thirty of this Act: Provided also, that the lessees may appeal to the sheriff against any such demand and requisition on the part of the Corporation, in so far as the same may, in their opinion, be unnecessary or inexpedient, and the decision of the sheriff shall be final, and shall not be subject to review.

Byelaws.

33. Subject to the provisions of this Act, the Corporation shall from time to time make byelaws and regulations with respect to the following matters in reference to the tramways and the authorised tramways, 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 the tramways are laid:

And, subject to the provisions of section seventy-nine of the Act of 1870, the Corporation, or during the subsistence of the lease the Corporation and their lessees, shall from time to time make byelaws and regulations with respect to the following matters, viz.:

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

(F.) For regulating the travelling in or upon any carriage belonging to them or either of them:

A.D. 1875.

Provided always, that in the event of either the Corporation or their lessees refusing or neglecting to concur in making byelaws and regulations for one or both of the two last-mentioned purposes on the application in writing of either to the other, or of any difference arising between them with respect thereto, the making of such byelaws and regulations or such difference, as the case may be, shall be determined by the sheriff on the application of either party, and the decision of the sheriff on such application shall be final, and shall not be subject to review.

Penalties for breach of byelaws.

34. 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, 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; and such penalties shall be recoverable and applied under the Police Act for the time being in force in the burgh or district in which such offence shall have been committed.

Proof of byelaws.

35. No byelaw or regulation shall have any force or effect until the same shall be confirmed by the sheriff and be authenticated by his signature, and the sheriff shall, on the application of the Corporation or of their lessees, 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.

Recovery of tolls, penalties, &c.

36. All tolls, charges, penalties, and other moneys which under this Act or the Act of 1870 may become payable to the police board of Glasgow, or by the Corporation or their lessees, 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 powers and rights of

37. Nothing in this Act contained shall prejudice or affect the powers, rights, or privileges of the commissioners of police of the

burghs of Partick, Crosshill, and Hillhead, or the magistrates of the said burghs respectively over or with respect to the roads and streets of the said burghs respectively, and the regulations of the traffic thereon, under "The General Police and Improvement (Scotland) Act, 1862," and the said commissioners shall, with respect to any tramways formed or laid down on any road or street in the said burghs respectively 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 respectively, and the said commissioners and magistrates respectively 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 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 burghs respectively, under "The General Police and Improvement (Scotland) Act, 1862."

police commissioners of Partick, Crosshill, and Hillhead.

38. The Corporation on the one hand, with the consent of their lessees during the term of the lease, and any company incorporated or to be incorporated for constructing, or working, or leasing tramways, or any local authorities or other parties authorised to do so, or any road authority within the city of Glasgow, on the other hand, may from time to time enter into and carry into effect contracts or arrangements to the following purposes, or any of them; (that is to say,)

Power to agree for working, &c. of tramways.

The management, use, working, and maintenance of the tramways and the authorised tramways:

The supply of any rolling or working stock and of officers and servants for the conduct of the traffic on the tramways and the authorised tramways:

The payments to be made and the conditions to be performed with respect to the matters aforesaid:

The interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the tramways and authorised tramways and the undertaking of the other party contracting

A.D. 1875.

with the Corporation, and the fixing and division between the contracting parties of the receipts arising therefrom:

Generally all matters incident to or consequent on the making or carrying into effect of any such contract or arrangement as aforesaid.

Form and delivery of notices.

39. 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.

40. Section two of the Act of 1872, authorising the Corporation to borrow money for the purposes of that Act, and of the Act of 1870, and of the Act of 1871, and of any Act which might be passed in the then session conferring powers on the Corporation to acquire and make tramways in the city of Glasgow, shall be read and have effect as if the sum of three hundred thousand pounds were therein specified instead of the sum of two hundred thousand pounds.

Priority of existing mortgages.

41. All mortgages, assignations, or other securities on the property, funds, rates, or revenue of the Corporation granted by the Corporation in pursuance of the powers of the Act of 1871 or the Act of 1872 before the passing of this Act and subsisting at the passing of this Act, shall during the continuation of such mortgages, assignations, or other securities have priority over any mortgages, assignations, or securities on the same property, funds, rates, or revenue granted by virtue of this Act.

Application of money borrowed.

42. Money borrowed by the Corporation under the Act of 1872, 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; and, secondly, in and for the purchase of lands and the construction of works authorised to be purchased and constructed by the Corporation under the Act of 1870, and the Act of 1871, and the Bothwell Act (so far as these two last-mentioned Acts confer powers on the Corporation), and this Act, and in carrying the said Acts into execution, and not otherwise; but they shall not apply any of the money borrowed to the maintenance of works.

Saving rights of Caledonian Railway Company.

43. Nothing contained in this Act, or which has been or may be done in pursuance of this Act, shall alter, prejudice, or affect any of the rights or powers conferred upon the Caledonian Railway Company by "The Caledonian Railway (Gordon Street Glasgow Station) Act, 1873," or prevent that company from exercising or interfere with them in the exercise of any of those rights or powers; and it shall be lawful for that company to construct the railways by that Act authorised, and to maintain, repair, and when necessary widen the railways which they are by that Act and other Acts already passed authorised to construct under the roads and streets upon which the tramways are or may be formed and laid down: Provided always, that all such operations shall be executed by the said company in such manner as to cause as little interruption or inconvenience as practicable to the traffic on the said tramways, and that the said company shall give fourteen days notice in writing to the Corporation and to the board of police of Glasgow before commencing any of such operations, and that the same shall be conducted at the sight and to the reasonable satisfaction of the engineer of the Corporation and board of police, or in the event of difference at the sight and to the satisfaction of an engineer to be appointed by the sheriff of Lanarkshire on the application of the said company or of the Corporation or board of police.

Tramways not exempt from provisions of present and future general Acts.

44. 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 tolls or charges authorised by this Act.

A.D. 1875.

SCHEDULE to which this Act refers.

IT IS CONTRACTED and AGREED between the Corporation of the city of Glasgow as a corporation, and as acting under "The Glasgow Street Tramways Act, 1870," viz.:—The Honourable James Watson, Lord Provost; James Salmon, Archibald Gray Macdonald, Thomas Adam Mathieson, James Bain, James Hamilton, Allan Houston MacLellan, William Walls, and James Moir, Esquires, Bailies; Alexander Ewing, Esquire, Dean of Guild; James Neilson, Esquire, Deacon Convener; Messieurs Walter Bannerman, James Brown, John Brown, John Chalmers, William Collins, John Craig, David Dreghorn, Andrew Fergus, William Bryce Garvie, John Hutchison, James Leitch Lang, Robert Lochore, tertius, Hugh McBean, Samuel M'Culloch, Malcolm McEwen, John MacIntyre, Alexander Mackenzie, William M'Onie, James Martin, William Millar, junior, William Miller, John Mitchell, John Moncur, James Morrison, Robert Neill, Archibald Neilson, Alexander Osborne, Matthew Pinkerton, Edward John Scott, James Sharp, James Steel, Peter Stewart, John Taylor, junior, William Taylor, James Torrens, John Ure, Alexander Waddel, William Whyte, and John Young, Councillors, all of the said city, of the first part, and "The Glasgow Tramway and Omnibus Company, Limited" (herein-after called the Company), of the second part, as follows, viz.:

WHEREAS the first party, herein-after called the Corporation, were entitled under "The Glasgow Street Tramways Act, 1870," and the agreement scheduled thereto to assume in certain circumstances the place of the Company incorporated by the fourth section of the said Act, and have taken the necessary proceedings for having themselves substituted as aforesaid, and are now in the place of said Company, with all the powers, authorities, and privileges conferred by the said Act upon the Company: And whereas heads of agreement were entered into between the said first party and William Morris, contractor, London, John Morris, solicitor there, and Morton Coates Fisher and Dillwyn Parrish, of No. 58, Threadneedle Street, London, which bear date the 15th, 20th, and 25th days of May 1871, under which the first party undertook to grant the present lease. Therefore the said first party have set, and in consideration of the payments and other prestations after specified, hereby set, and in tack and assedation let, to the said The Glasgow Tramway and Omnibus Company, Limited, the sole right to use, for the sole purposes of "The Glasgow Street Tramways Act, 1870," carriages with flange wheels or other wheels

specially adapted to run on a grooved rail on the whole tramways authorised to be formed by the said Act, and that for the space of twenty-three years from and after the first day of July 1871, and that under the following conditions and provisions:

First. The Corporation shall make the said tramways out of moneys to be raised or borrowed by them, and that in such sections and at such times as they may find most suitable and convenient, such tramways being constructed on the gauge of the tramways authorised by "The Vale of Clyde Tramways Act, 1871."

Second. The Company shall pay half-yearly, at Whitsunday and Martinmas, to the Corporation the amount of the interest actually paid or payable by them on (1) the total money from time to time borrowed by them and expended on the tramways and in connexion therewith on capital account; and (2) on the expenses of "The Glasgow Street Tramways Act, 1870;" and the expenses incurred by the Corporation and the board of police of Glasgow in reference thereto and others foresaid or incident to the execution of these presents, which sums shall also be held as expenditure on capital account, declaring the amount on which such interest shall be payable, shall not be affected by any payment made to the Corporation through the operation of the sinking fund herein-after provided for; and the Company shall also pay to the Corporation the expenses of borrowing, management, &c.; and this provision shall be so construed as to keep the Corporation free from all expenses whatever in connexion with the said tramways, commencing payment of the said interest and other expenses at the term of Whitsunday 1873 for the amount then due, and the next payment at Martinmas following, and so on half-yearly during the currency of this lease, declaring that the amount of the said interest and other expenses which shall accrue up to and inclusive of Martinmas 1872 shall be added to the capital outlay of the Corporation, and not be paid by the Company in the first instance, but shall bear interest from the last-mentioned term.

Third. The Company shall also pay half-yearly, at Whitsunday and Martinmas, to the Corporation 3 per cent. per annum, as after provided, on the gross sum at the time and from time to time expended by the Corporation as aforesaid on capital account, and which 3 per cent. shall be set aside and accumulated as a sinking fund, to be applied by the Corporation ultimately towards the reduction or extinction of the cost of constructing the tramways, commencing the first payment of the said 3 per cent. per annum at the term of Whitsunday 1873 for the amount due for the period from Martinmas 1872, and the next payment at Martinmas 1873 for the half-year preceding, and so on half-yearly thereafter during the currency of the lease.

Fourth. The powers of the Corporation under the said Act in relation to making byelaws and regulations, or in relation to licensing of drivers, conductors, and other persons, and in all other respects, shall not be affected by this lease, except in so far as specially provided herein.

Fifth. The Company shall maintain, repair, and so far as necessary renew the roadway between and within the tramways and so much of the roadway as extends 18 inches beyond the outside of the rails; and they shall also maintain, repair, and so far as necessary renew the tramways during the lease, and shall

A.D. 1875.

hand over the same to the Corporation at the end of this lease in as good working condition as when given over to them; and these obligations shall be performed, conform or in addition to the other obligations imposed on the Company by the Act, to the entire satisfaction of John Carrick, architect for the Corporation, or the city architect for the time being, or any other officer to be appointed for that purpose by the Corporation; and the said John Carrick, or city architect for the time being, or other officer, shall have power from time to time to issue orders to the said Company in regard to the fulfilment of said obligations, and the said Company shall be bound to implement the same, and in case of any difference of opinion between the Corporation and the Company in relation thereto, the said John Carrick, or city architect, or other officer, shall decide the same, and his decision or order shall be final and binding upon the parties.

Sixth. The Company shall have the right of user of the tramways for the sole purposes of "The Glasgow Street Tramways Act, 1870," during the currency of this lease, and also of demanding and taking the tolls and charges authorised by the said Act: Provided always, that the said Company shall not be entitled to exact fares or tolls exceeding the present omnibus fares, as the same are set out in the schedule annexed hereto, without the special consent in writing of the Corporation.

Seventh. The carriages to be used by the Company on the tramways shall be constructed and maintained to the satisfaction of the Corporation or any person to be appointed by them for that purpose; and the carriages shall be run at such times and at such speed as the Corporation or an officer appointed by them may from time to time direct; and, generally, the Corporation shall, subject to the provisions of this lease, have the whole powers to make regulations or pass byelaws with reference to the working or use of the said tramways as they shall from time to time consider necessary or expedient, with all the other powers and authorities conferred on the Corporation or on the Lord Provost and magistrates by the said Act.

Eighth. The Company shall run carriages for the working classes at half the above-mentioned fares, and at such hours between five o'clock and seven o'clock in the morning, and between five o'clock and seven o'clock in the evening, as the Corporation may from time to time fix.

Ninth. In addition to the foresaid sums, the Company shall pay to the Corporation a sum equal to the sum of 150*l.* sterling per annum for every mile of street in which the tramways shall have been opened for traffic, and proportionally for any portion of a mile, except in so far as such streets are for the time being turnpike roads; such payments to be made half-yearly, at the terms of Whitsunday and Martinmas, commencing the first payment at the first term which occurs after the expiration of six months from the opening of the tramways in respect of which such payment shall have become due for the period from the opening to the date of payment, and so on half-yearly thereafter during the currency of this lease.

Tenth. The Company shall, besides the obligations herein undertaken, pay annually at the first day of July in each year, commencing at the first day of July 1872, an amount equivalent to 4*l.* per centum on the total money at the time and from time to time expended by the Corporation in the actual con-

struction of the tramways, which shall be specially set apart and invested or deposited, as may be agreed on, in the joint names of the Lord Provost of Glasgow for the time being, as acting on behalf of the said first party, and the chairman of the said Tramways Company, as acting on their behalf, for the time being, and shall be applied from time to time by the Company at the sight of and to the entire satisfaction of the said John Carrick, or the city architect for the time being, or any other officer to be appointed by the Corporation, in the renewal of the tramways, and of the roadway between and within the tramways, and for eighteen inches beyond the outside of the rails as before mentioned. The interest accruing from time to time on the fund above provided for renewal shall belong to and be paid from time to time to the Company, and on the expiry of the lease so much of the said fund as shall remain unexpended and not be required for renewal shall belong to and be the exclusive property of the Company.

Eleventh. On or before the first day of July 1873 the Company shall invest a sum of not less than 60,000*l.* in the purchase of heritable property in the city of Glasgow or the vicinity, and the same shall be conveyed to the Corporation; but the conveyance or conveyances thereof shall be qualified by a back bond declaring that the said properties are held in security of the fulfilment by the Company of the obligations of this lease: Provided always, that the properties in question may be sold, upon others of equivalent value being purchased and conveyed to the Corporation as above provided, the costs and expenses of all conveyances being borne by the Company: And whereas the sum of 20,000*l.* has been deposited with the Corporation in security of the fulfilment of the obligations as to the formation of the Company, execution of this lease, purchase of property, and conveying of the same in security; the said sum of 20,000*l.* shall remain deposited with the Corporation until property of the value of 40,000*l.* is purchased and conveyed to the Corporation, thereafter the same may be uplifted by the said Company from time to time in proportion as and when property to the value of not less than 5,000*l.* is from time to time purchased and conveyed as aforesaid, in addition to the foresaid property of the value of 40,000*l.*, until there is purchased and conveyed, as aforesaid, property to the value of not less than 60,000*l.* in all.

Twelfth. The Corporation may, in the ensuing or in any future session of Parliament, or, if required by the Company, shall in the ensuing, and if they fail in the ensuing, in the two subsequent sessions of Parliament, apply for any provisions which may be required to render more effectual this lease; and the expense attending thereon shall, in the first instance, be paid by the Corporation, and shall form part of the money on which the foresaid interest and three per cent. of sinking fund shall be paid, and the Company shall concur in any such application.

Thirteenth. The Company shall be entitled to all the powers and privileges, except in so far as at variance with the present lease, conferred on lessees by the foresaid Act, and they shall be subject to all the liabilities thereby imposed.

Fourteenth. Should the Company at any time fail to run carriages as before provided, the Company shall be liable to a liquidate penalty of 10*l.* per day, and it shall be lawful for the Corporation, in addition to said penalty, which shall be held as pactional and not penal, to provide for the deficiencies of the

A.D. 1875.

Company, who shall be bound to pay the whole expenses incurred by the Corporation in so doing, in addition to the said agreed on sum of 10*l.* per day.

Fifteenth. Should the Company at any time fail to make the foresaid stipulated payments, or any of them, or any part thereof, the Corporation shall be entitled, in addition to the ordinary legal remedies, on a certificate by the City Chamberlain that such payments or parts thereof have not been made for a period of six weeks after the same have become due, forthwith, and at their own hand and without the necessity of any judicial authority, to seize and sell by public sale or private bargain so many of the horses and carriages employed in the working of the said tramways, or other property belonging to the Company, or the heritable property to be conveyed to the Corporation as aforesaid, as may be necessary to meet the said payments; and the Corporation shall not be liable for damages in the exercise of the said power, unless it be proved that the same has been exercised maliciously and without probable cause.

Sixteenth. The Company shall work and carry on the business of the tramways fairly and impartially towards the community and to both parties hereto, and shall not do anything otherwise to prejudice the rights of the Corporation.

Seventeenth. Except in so far as implemented by the execution of these presents, or as otherwise carried into effect, the heads of agreement before mentioned shall remain operative and binding between the parties hereto.

Eighteenth. Except as otherwise provided, any questions arising under this lease between the parties hereto are hereby submitted to Adam Paterson, Esquire, the Dean of the Faculty of Procurators in Glasgow, whom failing, to the Dean of Faculty for the time being.

Nineteenth. The parties hereto bind and oblige themselves respectively to implement and fulfil, the one party to the other, the present lease, and the whole clauses and obligations therein contained, under the penalty of 1,000*l.* sterling, to be paid to the party performing, or willing to perform, over and besides performance, and both parties consent to the registration hereof for preservation and execution. In witness whereof these presents, written upon this and the three preceding pages by James George Monro, Town Clerk's Office, Glasgow, are (under the declaration that the word "five" on the 75th line of page 3rd is partly written upon an erasure before subscription) subscribed in duplicate as follows, viz.:—By the said James Watson, James Salmon, Archibald Gray Macdonald, James Bain, Thomas Adam Mathieson, Allan Houston MacLellan, James Hamilton, William Walls, William Collins, James Steel, Alexander Mackenzie, Malcolm M'Ewen, John Hutchinson, John MacIntyre, William Millar, junior, John Ure, James Torrens, John Young, John Chalmers, Archibald Neilson, John Moncur, Alexander Waddel, Edward John Scott, John Brown, John Taylor, junior, Robert Lochore, tertius, and James Morrison, being a majority and quorum of the said magistrates and council, the said first parties to this lease, in council assembled at Glasgow, on the 16th day of November 1871, before these witnesses, Donald Hamilton, Town Clerk's Office, Glasgow, and James Brown, Council Officer, Glasgow; and by Louis Schott and Wollaston Frank Pym, two of the directors, and Edward Veryette, secretary, all of the Glasgow Tramway and Omnibus Company, Limited, the corporate seal of the said company being also duly affixed hereto, all at London, on the 17th day of the month and year last mentioned, before these witnesses,

William Leslie, solicitor, 27, Abingdon Street, Westminster, and Robert Dudley Baxter, solicitor, 6, Victoria Street, Westminster.

(Signed) Jas. Watson.
Jas. Salmon.
A. G. Macdonald.
Jas. Bain.
Thos. A. Mathieson.
A. H. M'Lellan.
Jas. Hamilton.
W. Walls.
William Collins.
James Steel.
Alexander Mackenzie.
Malcolm M'Ewen.
John Hutchison.
John MacIntyre.
Wm. Millar.
John Ure.
James Torrens.
John Young.
John Chalmers.
Archd. Neilson.
John Moncur.
Alexander Waddell.
E. J. Scott.
Jno. Brown.
John Taylor, Jr.
Rob. Lochore, Tertius.
James Morrison.
Louis Schott, Director.
Wollaston F. Pym, Director.
Edward Veryette, Secretary.

Don. Hamilton, Witness.
James Brown, Witness.
W. Leslie, Witness.
R. D. Baxter, Witness.

L.S.

A.D. 1875.

Schedule of Omnibus Fares.

From	To	Fares.	
		Inside.	Outside.
The foot of Queen Street -	Windsor Terrace, West -	4*d.*	3*d.*
Do. do. -	Lansdowne Crescent -	3*d.*	2*d.*
The Cross - - -	Anderston - -	1*d.*	1*d.*
Do. - - -	Paisley Road - -	2*d.*	2*d.*
124, Argyle Street -	Pollokshaws - -	4*d.*	3*d.*
Corner of Argyle Street and Miller Street.	Queen's Park, Crossmyloof, and Shawlands.	3*d.*	2*d.*
Do. do. do. -	Partick and Whiteinch -	4*d.*	3*d.*
Candleriggs - -	Bridgeton - -	1*d.*	1*d.*
Crescents - - -	Do. - -	2*d.*	2*d.*
Cowcaddens - -	Do. - -	2*d.*	2*d.*
Buchanan Street - -	Woodlands Road - -	2*d.*	2*d.*
Hutchesontown - -	New City Road - -	2*d.*	2*d.*
Crescents - - -	Port-Eglinton - -	2*d.*	2*d.*
Sandyford - - -	St. Rollox - -	2*d.*	2*d.*
Port-Eglinton - -	Dennistoun - -	2*d.*	2*d.*
Charing Cross - -	Do. - -	2*d.*	2*d.*
Buchanan Street - -	South Side Stations -	2*d.*	2*d.*

This is the schedule of omnibus fares referred to in the foregoing lease between the Corporation of the city of Glasgow and the Glasgow Tramway and Omnibus Company, Limited. In witness whereof these presents, written by James George Monro, Town Clerk's Office, Glasgow, are subscribed in duplicate as follows, viz.:—By the said James Watson, James Salmon, Archibald Gray Macdonald, James Bain, Thomas Adam Mathieson, Allan Houston MacLellan, James Hamilton, William Walls, William Collins, James Steel, Alexander Mackenzie, Malcolm M'Ewen, John Hutchison, John MacIntyre, William Millar, junior, John Ure, James Torrens, John Young, John Chalmers, Archibald Neilson, John Moncur, Alexander Waddel, Edward John Scott, John Brown, John Taylor, junior, Robert Lochore, tertius, and James Morrison, being a majority and quorum of the said magistrates and council, the said first parties to the preceding lease, in council assembled at Glasgow on the 16th day of November 1871, before these witnesses, Donald Hamilton, Town Clerk's Office, Glasgow, and James Brown, Council Officer, Glasgow; and by Louis Schott and Wollaston Frank Pym, two of the directors, and Edward Veryette, secretary, all of the Glasgow Tramway and Omnibus Company, Limited, the corporate seal of the said Company being also duly affixed hereto, all at London, on the 17th day of the month and year last mentioned, before these witnesses, William Leslie, solicitor, 27, Abingdon Street,

Westminster, and Robert Dudley Baxter, solicitor, 6, Victoria Street, Westminster. A.D. 1875.

(Signed) Jas. Watson, Lord Provost.
Jas. Salmon.
A. G. Macdonald.
Jas. Bain.
Thos. A. Mathieson.
A. H. M'Lellan.
Jas. Hamilton.
W. Walls.
William Collins.
James Steel.
Alexander Mackenzie.
Malcolm M'Ewen.
John Hutchison.
John MacIntyre.
Wm. Millar.
John Ure.
James Torrens.
John Young.
John Chalmers.
Archd. Neilson.
John Moncur.
Alexander Waddel.
E. J. Scott.
Jno. Brown.
John Taylor, Junr.
Rob. Lochore, Tertius.
James Morrison.
Louis Schott, Director.
Wollaston F. Pym, Director.
Edward Veryette, Secretary.

Don. Hamilton, Witness.
James Brown, Witness.
R. D. Baxter, Witness.
W. Leslie, Witness.

L.S.

LONDON: Printed by George Edward Eyre and William Spottiswoode, Printers to the Queen's most Excellent Majesty. 1875.