CHAPTER cxxii.

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An Act to authorise the Lord Provost, Magistrates, and Council of the City of Glasgow to construct additional Tramways in the City of Glasgow and its Neighbourhood; and for other purposes. [3d July 1879.]

33 & 34 Vict. c. clxxv.

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:

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 vested 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:

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And whereas the Corporation in terms of the power so conferred by the Act of 1870 made the intimation required, and fulfilled the 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, use and work the tramways authorised by the said Act, and they accordingly have constructed several of the said tramways so authorised:

34 & 35 Vict. c. viii.

And whereas, by the Vale of Clyde Tramways Act, 1871, (herein-after referred to as the Act of 1871,) the Corporation were empowered to acquire and construct the Tramways No. 1 and No. 1A authorised by that Act, and they have accordingly acquired and constructed the said tramways:

35 & 36 Vict. c. cxcviii.

And whereas by the Glasgow, Bothwell, Hamilton, and Wishaw Tramways Act, 1872, (herein-after referred to as the Bothwell Act,) the Corporation were empowered to acquire and construct the Tramways No. 5 and 5A authorised by that Act, and they have accordingly acquired and constructed portions of those tramways:

35 & 36 Vict. c. cxxi.

38 & 39 Vict. c. cxxiii.

And whereas by the Glasgow Corporation Tramways Act, 1872, (in this Act referred to as the Act of 1872,) as amended by the Glasgow Corporation Tramways Act, 1875, (in this Act referred to as the Act of 1875,) the Corporation were authorised to borrow, for the purposes of the Act of 1870, and of the Act of 1871, and of the Act of 1875, any sum not exceeding 300,000*l*., 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 whereas by the Act of 1875 the Corporation were authorised to make and maintain additional tramways in the city of Glasgow and its neighbourhood, and to borrow further money:

And whereas the Corporation have borrowed and expended in the construction of the tramways, and in paying other charges and expenses connected therewith, the sum of 221,901*l*. 10*s*. 8*d*., which is still due and owing by them:

And whereas the Glasgow Tramways and Omnibus Company, Limited (herein-after called the Tramway Company), have, under the provisions of article third of the lease herein-after referred to,

paid over to the Corporation from time to time sums which, with the interest which has accrued thereon till eleventh November one thousand eight hundred and seventy-eight, amount in all to 37,601*l.* 5*s.*, and which sum is to be applied, with interest thereon, by the Corporation ultimately towards the reduction or extinction of the cost of constructing the existing and authorised 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 Act of 1875, 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 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 and confirmed by the Act of 1875:

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, to the Tramway Company, or to any person:

And whereas plans and sections showing the lines and levels of the proposed tramways, and the lands to be taken for the purposes thereof, and books of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of those lands, have been deposited with the principal sheriff 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:

1. This Act may be cited for all purposes as the Glasgow Corporation Tramways Act, 1879. Short title.

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Incorporation of general Acts. 8 & 9 Vict. c. 19. 23 & 24 Vict. c. 106. 33 & 34 Vict. c. 78.

2. The Lands Clauses Consolidation (Scotland) Act, 1845, and the Lands Clauses Consolidation Acts Amendment Act, 1860, and section 3 (interpretation of terms), 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.

3. 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" mean the lease confirmed by the Act of 1875:

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

The word "person" includes trustees, corporations, and companies:

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

The words "authorised tramways" mean the tramways which the Corporation have already constructed or may still construct under any of the recited Acts:

The words "existing tramways" mean the tramways which the Corporation have constructed under the Act of 1870, the Act of 1871, the Act of 1875, and the Bothwell Act:

The word "street" or "road" means 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 includes the surface pavement, soil, and subsoil of a street, and any bridge forming part of or leading to the same, and being under the control of the road authority:

The words "Glasgow Street Tramway" and "Glasgow Tramway" respectively 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" mean a tramway authorised by the Bothwell Act:

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

The words "board of police" or "board of police of Glasgow," in this or any of the recited Acts, mean the magistrates and council of the city and royal burgh of Glasgow acting in the execution of the Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877, and the General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877:

29 & 30 Vict. c. cclxxiii. 35 & 36 Vict. c. xli. 36 & 37 Vict. c. xxxviii. 38 & 39 Vict. c. liii. 40 & 41 Vict. c. clxvii. 40 & 41 Vict. c. cxxviii.

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

The word "sheriff" means the sheriff of the county of Lanark, or the sheriff of Renfrew and Bute, as the case may be, and includes the sheriff substitute thereof:

The word "justice" or "justices" means 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.

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

Section 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:

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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.

5. Subject to the provisions of this Act the Corporation may make, form, lay down, work, use, and maintain the tramways hereinafter 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 as are specified in Schedule (A.) to this Act annexed. The tramways herein-before referred to and authorised by this Act are:

A Tramway No. 1, 3 furlongs 8·86 chains in length, and a Tramway No. 1A, 3 furlongs 8·86 chains in length, being a double line of tramway wholly situate in Main Street, Maryhill, and the parish of Maryhill, commencing at points opposite the north-east corner of Gairbraid Terrace in Main Street, and thence passing south-eastward along Main Street, and terminating at a point 28 yards or thereabouts, measuring in a north-westerly direction, from the north-western side of the aqueduct of the Forth and Clyde Canal, near the south-east end of Main Street, Maryhill:

A Tramway No. 2, 3·70 chains in length, being a single line of tramway, wholly situate in the parish of Maryhill, commencing by a junction with Tramway No. 1 and Tramway No. 1A at their point of termination in Main Street as herein-before described, and thence passing south-eastward under the aqueduct of the Forth and Clyde Canal and along Wyndford Street, and terminating in Wyndford Street at a point 28 yards or thereabouts, measuring in a south-easterly direction, from the south-eastern side of the aqueduct of the Forth and Clyde Canal:

A Tramway No. 3, 1 mile 4·92 chains in length, and a Tramway No. 3A, 1 mile 4·92 chains in length, being a double line of tramway, wholly situate in the parish of Maryhill, commencing in Wyndford Street by a junction with Tramway No. 2 at its point of termination as herein-before described, and thence passing south-eastward along Wyndford Street and Gairbraid Street, and terminating at the junction of Gairbraid Street and Garscube Road at points ninety-one yards or thereabouts, measured in a south-easterly direction, from the north-east corner of Garscube Road tollhouse, situate in Gairbraid Street:

A Tramway No. 4, 6 furlongs 0·58 chains in length, and a Tramway No. 4A, 6 furlongs 0·58 chains in length, being a double line of tramway, commencing at the junction of Gairbraid Street and Garscube Road, in the parish of Maryhill; Tramway No. 4 by a junction with Tramway No. 3 at its point of termination as herein-before described, and Tramway No. 4A by a junction with Tramway No. 3A at its point of termination as herein-before described, and thence passing south-eastward and southward along Garscube Road and New City Road, across Saint George's Road, and terminating in New City Road, in the City parish of Glasgow, the royal burgh of Glasgow, and the Barony parish of Glasgow, or one or some of them, by junctions with the existing tramways of the Corporation; Tramway No. 4, at a point 16 yards or thereabouts, measured in a south-easterly direction, from the north-east corner of St. George's Road at its intersection with New City Road, and Tramway No. 4A, at a point 18 yards or thereabouts, measured in a south-easterly direction, from the north-east corner of Saint George's Road at its intersection with New City Road:

A Tramway No. 5, 3 miles 3 furlongs 6·60 chains in length, and a Tramway No. 5A, 3 miles 3 furlongs 6·60 chains in length, being a double line of tramway, commencing in Springburn Road, in the parish of Springburn and royal burgh of Glasgow, at points in Springburn Road 125 yards or thereabouts, measured in a northerly direction, from Centre Street at its junction with Springburn Road, and thence passing southward along Springburn Road, Castle Street, Kirk Street, new line of Kirk Street, High Street, new line of High Street, across the open space known as the Cross, and southward along Saltmarket, Jail Square, Albert Bridge, Crown Street, Upper Crown Street, and Cathcart Road, and terminating in Cathcart

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Road, in the parish of Govan; Tramway No. 5, at a point 16 yards or thereabouts, measured in a south-easterly direction, from the northern corner of Butterbiggins Road at its junction with Cathcart Road, and Tramway No. 5A, at a point 14 yards or thereabouts, measured in a south-easterly direction, from the northern corner of Butterbiggins Road at its junction with Cathcart Road:

A Tramway No. 6, 4 furlongs 4·46 chains in length, and a Tramway No. 6A, 4 furlongs 4·46 chains in length, being a double line of tramway, commencing in Cathcart Road, in the parish of Govan; Tramway No. 6 by a junction with Tramway No. 5 at its point of termination as herein-before described, and Tramway No. 6A by a junction with Tramway No. 5A at its point of termination as herein-before described, and thence passing southward along Cathcart Road, and terminating in Cathcart Road, in the parish of Cathcart, at points eight yards or thereabouts, measured in a north-easterly direction, from the north-west corner of Queen Mary Avenue at its intersection with Cathcart Road:

A Tramway No. 7, 2 furlongs 4·70 chains in length, and a Tramway No. 7A, 2 furlongs 5·30 chains in length, being a double line of tramway, wholly situate in the parish of Govan; Tramway No. 7, commencing in Cumberland Street at a point 13 yards or thereabouts, measured in a south-westerly direction, from the eastern corner of Main Street at its junction with Cumberland Street, and there forming a junction with Tramway No. 10c, authorised by the Glasgow Corporation Tramways Act, 1875; and Tramway No. 7A, commencing in Main Street at a point 14 yards or thereabouts, measured in a north-westerly direction, from the eastern corner of Main Street at its junction with Cumberland Street, and there forming a junction with Tramway No. 10A, authorised by said Act of 1875, and thence passing southward across Cumberland Street, and along Cathcart Street and Cathcart Road, and terminating in Cathcart Road; Tramway No. 7, by a junction with Tramway No. 5, and Tramway No. 7A, by a junction with Tramway No. 5A, at points situate 58 yards or thereabouts, measuring in a southerly direction, from the south-east corner of Cathcart Street at its junction with Cathcart Road:

A Tramway No. 8, 3 furlongs 4·15 chains in length, and a Tramway No. 8A, 3 furlongs 4·15 chains in length, being a double line of tramway, commencing in Nelson Street, in the parish of Govan, by junctions with the existing tramways

of the Corporation; Tramway No. 8, at a point 10 yards or thereabouts, measured in a south-westerly direction, from the north-east corner of Nelson Street at its junction with Bridge and Eglinton Streets, and Tramway No. 8A, at a point 13 yards or thereabouts, measured in a south-westerly direction, from the north-east corner of Nelson Street at its junction with Bridge and Eglinton Streets, and thence passing eastward along Norfolk Street and Govan Street, and turning northward into and terminating in Crown Street, in the parish of Govan; Tramway No. 8 by a junction with Tramway No. 5A at a point 12 yards or thereabouts, measured in a north-easterly direction, from the north-west corner of Govan Street at its intersection with Crown Street; and Tramway No. 8A by a junction with Tramway No. 5 at a point 15 yards or thereabouts, measured in a north-easterly direction, from the north-west corner of Govan Street at its intersection with Crown Street:

A Tramway No. 9, 2 chains in length, and a Tramway No. 9A, 2 chains in length, being a double line of tramway, wholly situate in the parish of Gorbals, commencing in Norfolk Street; Tramway No. 9, by a junction with Tramway No. 8, and Tramway No. 9A, by a junction with Tramway No. 8A, at points situate 26 yards or thereabouts, measured in a westerly direction, from the centre of the circular raised paving with lamps around, situate in the middle of the open space in Main Street, known as Gorbals Cross, at the junction of Norfolk Street and Govan Street with Main Street, thence curving in a north-easterly direction into and terminating in Main Street; Tramway No. 9, by a junction with Tramway No. 10A, authorised by the Glasgow Corporation Tramways Act, 1875, and Tramway No. 9A, by a junction with Tramway No. 10, authorised by the said Act of 1875, at points situate 31 yards or thereabouts, measured in a northerly direction, from the centre of the said circular raised paving:

A. Tramway No. 10, 1·20 chains in length, and a Tramway No. 10A, 1·20 chains in length, being a double line of tramway, wholly situate in Main Street, in the parish of Gorbals, and commencing Tramway No. 10, by a junction with Tramway No. 8, and Tramway No. 10A, by a junction with Tramway No. 8A, at points situate 19 yards or thereabouts, measured in an easterly direction, from the centre of the said circular raised paving with lamps around, situate in the middle of the

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open space in Main Street, known as Gorbals Cross, and thence curving in a north-westerly and northerly direction, and terminating in the open space known as Gorbals Cross; Tramway No. 10, by a junction with Tramway No. 10, authorised by the Glasgow Corporation Tramways Act, 1875, and Tramway No. 10A, by a junction with Tramway No. 10A, authorised by the said Act of 1875, at points situate 14 yards or thereabouts, measured in a northerly direction, from the centre of the circular raised paving herein-before described:

A Tramway No. 11, 1·50 chains in length, and a Tramway No. 11A, 1·50 chains in length, being a double line of tramway, wholly situate in the parish of Govan, commencing in Govan Street; Tramway No. 11 by a junction with Tramway No. 8 at a point 16 yards or thereabouts, measured in a north-westerly direction, from the south-west corner of Govan Street at its intersection with Crown Street, and Tramway No. 11A by a junction with Tramway No. 8A at a point 13 yards or thereabouts, measured in a north-westerly direction, from the south-west corner of Govan Street at its intersection with Crown Street, and thence curving in a south-easterly and southerly direction into and terminating in Crown Street; Tramway No. 11 by a junction with Tramway No. 5 at a point 16 yards or thereabouts, measured in a south-easterly direction, from the south-west corner of Govan Street at its intersection with Crown Street, and Tramway No. 11A by a junction with Tramway No. 5A at a point 13 yards or thereabouts, measured in a south-easterly direction, from the south-west corner of Govan Street at its intersection with Crown Street:

A Tramway No. 12, 5 furlongs 1·80 chains in length, and a Tramway No. 12A, 5 furlongs 1·80 chains in length, being a double line of tramway, wholly situate in the parish of Govan, commencing in Crown Street; Tramway No. 12 by a junction with Tramway No. 5 at a point 13 yards or thereabouts, measured in a north-westerly direction, from the north-east corner of Rutherglen Loan at its intersection with Crown Street, and Tramway No. 12A by a junction with Tramway No. 5A at a point 15 yards or thereabouts, measured in a north-westerly direction, from the north-east corner of Rutherglen Loan at its intersection with Crown Street, and thence curving into and passing in a south-easterly direction along Rutherglen Loan and Rutherglen Road, and terminating in Rutherglen Road at a point 14 yards or thereabouts, measured

in a south-easterly direction, from the eastern corner of Braehead Street at its junction with Rutherglen Road:

A Tramway No. 13, 1 mile 3·20 chains in length, and a Tramway No. 13A, 1 mile 3·20 chains in length, being a double line of tramway, wholly situate in the parish of Calton, commencing in the open space known as Bridgeton Cross by junctions with the existing tramways of the Corporation; Tramway No. 13, at a point 11 yards or thereabouts, measured in a south-westerly direction, from the south-west corner of London Road at Bridgeton Cross, and Tramway No. 13A, at a point 39 yards or thereabouts, measured in a south-westerly direction, from the south-west corner of London Road at Bridgeton Cross, and thence turning into and passing south-eastward along Dalmarnock Road, New Dalmarnock Road, and Dalmarnock Road, and terminating in Dalmarnock Road, at points at or near the northern end of the bridge over the River Clyde, known as Dalmarnock Bridge:

A Tramway No. 15, 3 furlongs 1·32 chains in length, and a Tramway No. 15A, 3 furlongs 1·32 chains in length, being a double line of tramway wholly situate in the parish of Govan, commencing in Eglinton Street and Pollokshaws Road, or one of them, by junctions with the existing tramways of the Corporation; Tramway No. 15, at a point 12 yards or thereabouts, measured in a north-easterly direction, from the northern corner of Maxwell Road, otherwise Maxwell Street, at its junction with Eglinton Street and Pollokshaws Road, and Tramway No. 15A, at a point 15 yards or thereabouts, measured in a north-easterly direction, from the northern corner of Maxwell Road, otherwise Maxwell Street, at its junction with Eglinton Street and Pollokshaws Road, and thence curving into and passing westward along Maxwell Road, northward along Saint Andrew's Road, and westward along Princes Street, otherwise M'Culloch Street, and terminating in Princes Street, otherwise M'Culloch Street; Tramway No. 15, at a point 15 yards or thereabouts, measured in a south-easterly direction, from the north-eastern corner of Kenmure Street at its intersection with Princes Street, otherwise M'Culloch Street, and Tramway No. 15A, at a point 18 yards or thereabouts, measured in a south-easterly direction, from the north-eastern corner of Kenmure Street at its intersection with Princes Street, otherwise M'Culloch Street:

A Tramway No. 16, 1 furlong 2·10 chains in length, and a Tramway No. 16A, 1 furlong 2·10 chains in length, being a

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double line of tramway wholly situate in Princes Street, otherwise M'Culloch Street, in the parish of Govan, commencing Tramway No. 16 by a junction with Tramway No. 15 at its point of termination as herein-before described, and Tramway No. 16A by a junction with Tramway No. 15A at its point of termination as herein-before described, and thence passing westward and terminating at points in line with the eastern side of Shields Road:

A Tramway No. 23, 4·63 chains in length, being a single line of tramway, wholly situate in Woodland Road in the Barony parish of Glasgow, commencing by a junction with Tramways Nos. 22 and 22A at their point of termination as herein-before described, and thence passing south-eastwardly along Woodland Road, and terminating in Woodland Road at a point 24 yards or thereabouts, measured in a south-easterly direction, from the east corner of Arlington Street at its junction with Woodland Road:

A Tramway No. 24, 5·10 chains in length, and a Tramway No. 24A, 5·10 chains in length, being a double line of tramway, wholly situate in Woodland Road and the Barony parish of Glasgow, commencing by a junction with Tramway No. 23 at its point of termination as herein-before described, and thence passing south-eastwardly along Woodland Road, and terminating in Woodland Road at a point opposite the eastern side of Lynedoch Street:

A Tramway No. 25, 1 furlong 3·95 chains in length, being a single line of tramway, wholly situate in the Barony parish of Glasgow, commencing in Woodland Road by a junction with Tramways Nos. 24 and 24A at their point of termination as herein-before described, and thence passing south-eastwardly along Woodland Road, turning into and passing southward along St. George's Road, and terminating in that road at a point opposite the south-west corner of St. George's Road at its junction with Sauchiehall Street:

A Tramway No. 26, 1·52 chains in length, and a Tramway No. 26A, 1·52 chains in length, being a double line of tramway, wholly situate in the Barony parish of Glasgow, commencing in Saint George's Road by a junction with Tramway No. 25 at its point of termination as herein-before described, and thence curving eastwardly into and terminating in Sauchiehall Street, by junctions with the existing Tramways of the Corporation, at points opposite Newton Street:

A Tramway No. 27, 5 furlongs 1·66 chains in length, and a Tramway No. 27A, 5 furlongs 1·66 chains in length, being a double line of tramway, wholly situate in the parish of Govan, commencing in Great Western Road by junctions with the existing tramways of the Corporation at points opposite or nearly opposite the eastern side of Byres Road, otherwise Victoria Street, and thence turning south-westward into and passing southward along Byres Road, otherwise Victoria Street, and Church Street, and turning eastward into and terminating in Dumbarton Road, by junctions with the existing tramways of the Corporation, at points opposite or nearly opposite the eastern side of Church Street:

A Tramway No. 28, 1 mile 3 furlongs 2·60 chains in length, and a Tramway No. 28A, 1 mile 3 furlongs 2·60 chains in length, being a double line of tramway, commencing in Pollokshaws Road, in the parish of Govan, by junctions with the existing tramways of the Corporation at their points of termination 88 yards or thereabouts, measured in a northerly direction, from Muirhouses toll-bar collector's box, and thence passing southward along Pollokshaws Road and New Kilmarnock Road, and terminating in New Kilmarnock Road, in the parish of Eastwood, at points 15 yards or thereabouts, measured in a northerly direction, from Macquisten Bridge over the White Cart Water:

A Tramway No. 29, 1 furlong 7·20 chains in length, being a single line of tramway, but forming with the existing single line of tramway a double line of tramway commencing in Gallowgate Street, in the City parish of Glasgow, at a point 22 yards or thereabouts, measured in a south-easterly direction, from the south-east corner of Foundry Open, and there forming a junction with the northern line of the existing tramways of the Corporation, and thence passing eastward along Gallowgate Street and the Great Eastern Road, and terminating in Great Eastern Road, in the Barony parish of Glasgow and the parish of Calton, or one of them, at a point opposite East Hope Street:

A Tramway No. 30, 3 furlongs 6 chains in length, and a Tramway No. 30A, 3 furlongs 6 chains in length, being a double line of tramway, wholly situate in Great Eastern Road, in the Barony parish of Glasgow and the parish of Calton, or one of them; Tramway No. 30, commencing by a junction with Tramway No. 29 at its point of termination herein-before described, and Tramway No. 30A, commencing by a junction

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with the existing tramway of the Corporation at its point of termination opposite East Hope Street, and thence passing eastward along and terminating in Great Eastern Road at points opposite Westmuir Street:

A Tramway No. 31, 6 furlongs 5·80 chains in length, and a Tramway No. 31A, 6 furlongs 5·80 chains in length, being a double line of tramway commencing in Cowcaddens Street, in the City parish of Glasgow and the royal burgh of Glasgow, by junctions with the existing tramways of the Corporation at points opposite or nearly opposite the shop No. 241, Cowcaddens Street, and thence curving into and passing in a northerly direction along Garscube Road and in a north-easterly direction along Possill Road, and terminating in Possill Road in the parish of Maryhill, at points opposite the western side of Craighall Road.

Tramways to be kept on level with surface of roads.

6. 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.

Further provisions as to construction of tramways.

7. In addition to the requirements of section 26 of the Tramways Act, 1870, the Corporation shall, before they proceed to open or break up any road for the purpose of constructing, laying down, maintaining, and renewing any of the tramways, lay before the Board of Trade a plan showing the proposed mode of constructing, laying down, maintaining, and renewing such tramways, and a statement of the materials intended to be used therein, and the Corporation shall not commence the construction, laying down, maintenance, and renewal of any of the tramways, or part of any of the tramways respectively, until such plan and statement have been approved by the Board of Trade; and after such approval the works shall be executed in accordance in all respects with such plan and statement: Provided always, that the word "materials" in this enactment does not include materials used for paving any part of any street under the provisions of the Tramways Act, 1870, or this Act.

8. The rails of the tramways shall be such as the Board of Trade may approve. As to rails of tramways.

9. The Corporation shall at all times maintain and keep in good condition and repair the rails of which any of the tramways for the time being consist, and the substructure upon which the same rest; and if the Corporation at any time make default in complying with this provision, or with any of the requirements of section 28 of the Tramways Act, 1870, they shall for every such offence be subject to a penalty not exceeding five pounds, and in case of a continuing offence, to a further penalty not exceeding five pounds for every day after the first on which such default continues, and such penalty may be recovered as by section 56 of the said Act is provided. In case it is represented in writing to the Board of Trade by twenty inhabitant ratepayers of the district that the Corporation have made default in complying with the provisions in this section contained, or with any of the requirements of section 28 of the Tramways Act, 1870, the Board of Trade may, if they think fit, direct an inspection by an officer to be appointed by the said Board, and if such officer report that the default mentioned in such representation has been proved to his satisfaction, then and in every such case a copy of such report certified by a secretary or an assistant secretary of the Board of Trade shall be conclusive evidence of such default and of the liability of the Corporation to such penalty or penalties in respect thereof as is or are by this section imposed. Penalty for not maintaining rails and road in good condition.

10. Nothing in the immediately preceding section contained shall prejudice or affect any arrangements or obligations now existing between the Corporation and the Tramway Company. Saving.

11. 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. Mode of construction of tramways, &c.

12. 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, 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, Corporation to make passing-places on requisition of road authority.

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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.

13. 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 payment 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.

14. Subject to the provisions of this Act, and section 26 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, Springburn, and Calton, in the county of Lanark, and the parishes of Govan, Eastwood, and Cathcart, in the county of Renfrew, 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, cellars, watercourses, bridges, sewers, drains, pavements, tramways, lamp-posts, tramplates, thoroughfares, cab stands, weighing machines, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus.

Power to make additional crossing places, &c.

15. Subject to the provisions of this Act, the Corporation may, with the consent of the road authority, and also in the event of a lease being granted with the consent of their lessees, from time to time, make, maintain, alter, and remove, in the city and royal burgh of Glasgow, the city parish of Glasgow, the barony parish of Glasgow, the parishes of Maryhill, Gorbals, Govan, Springburn, and Calton, in the county of Lanark, and the parishes of Govan, Eastwood, and Cathcart, in the county of Renfrew, 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 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 burghs of Hillhead, Partick, Maryhill, Crosshill, and Govanhill without the consent of the commissioners of those police burghs respectively: Provided also, that passing-places or sidings diverging from the main lines shall not be laid in connexion with the tramways by this Act authorised in so far as these are within the municipality of Glasgow where such passing-places or sidings will approach nearer to the kerbstone than nine feet six inches, except at the points specified in Schedule (B.) to this Act annexed, but this restriction shall not apply to junctions constructed for the purpose of connecting tramways which cross or abut on each other, or for giving access to stables.

Provisions as to crossings of roads.

16. Notwithstanding anything in this Act 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

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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 deposited 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 tramplates of Muirkirk and Cambuslang Road Trustees.

17. Whereas Tramways No. 13 and No. 13A are proposed to be constructed along the Dalmarnock and New Dalmarnock Road, which road forms a part of the roads under the management of the Glasgow and Muirkirk and Cambuslang Turnpike Road Trustees, on which road the said trustees have laid tramplates for carts. The Corporation shall, on the construction of the said tramways, if required by the said turnpike road trustees, 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.

Provisions as to existing tramplates on Springburn Road.

18. Whereas Tramways Nos. 5 and 5A are proposed to be constructed along the Springburn Road, which road forms a part of the roads under the management of the board of police of Glasgow, on which road tramplates for carts have been laid. The Corporation shall, on the construction of the said tramways, if required by the said board of police, form and macadamise the portion of the said road on which the tramplates are laid in a manner satisfactory to the master of works of the city of Glasgow, 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 board of police.

For the protection of Albert Bridge.

19. With respect to the construction of Tramways Nos. 5 and 5A authorised by this Act, in so far as these pass over the roadway of the Albert Bridge, it shall not be lawful to break into or open up the concrete floor underneath the sand and grout on which the causeway of the roadway is bedded, nor to make any incision or holes in such concrete for any purpose whatever; and before commencing any operation upon the bridge for laying such lines of tramways plans and cross-sections of such works shall be submitted to the

engineers of the bridge trustees for the time being, and their approval obtained, and the works shall be constructed at the sight and to the satisfaction of the said engineers. A.D. 1879.

For protection of Crosshill and Govanhill.

20. The police commissioners of the burghs of Crosshill and Govanhill, or either of them, shall be entitled, notwithstanding the construction of Tramways Nos. 6 and 6A, to 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 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 opinon, 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.

For protection of Maryhill.

21. The police commissioners of the burgh of Maryhill shall be entitled, notwithstanding the construction of Tramways Nos. 1 and 1A, 2, 3 and 3A, to 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 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.

For protection of certain railway and canal bridges.

22. Whereas Tramways Nos. 5 and 5A, and 15 and 15A, will be laid upon the roadway of various bridges by which certain roads and streets are carried over a canal and various lines of railway belonging to the Caledonian Railway Company (herein-after called "the Caledonian Company"), and Tramways Nos. 28 and 28A will be laid upon the roadway of a bridge by which the Pollokshaws Road is carried over a railway belonging jointly to the Caledonian Company and the Glasgow and South-western Railway Company (herein-after called "the two companies"), and known as the

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Glasgow and Kilmarnock Joint Line (herein-after called "the Joint Line"); the Corporation shall not alter or interfere with the structure of any of the said bridges, and before commencing any operations on such bridges respectively, they shall submit plans and sections of their intended works to the engineer for the time being of the Caledonian Company as respects any bridge over any railway or canal of that company, and to the engineer for the time being of the joint line as respects the said bridge over that line, and shall obtain his approval thereof; and the said works shall be constructed in conformity with the said approved of plans and sections, at the sight and to the reasonable satisfaction of such engineers respectively, and shall thereafter be maintained and repaired under the superintendence of such respective engineers: Provided always, that if any difference shall arise between the Corporation on the one hand, and the Caledonian Company or the two companies, as the case may be, on the other hand, with respect to the said plans and sections, or with respect to the said works, or as to whether any work is such as ought reasonably to satisfy such engineers respectively, or as to the maintenance and repair of such works, and if the parties fail to agree in respect to the appointment of an arbiter for determining such difference, the same shall be determined by an engineer or other fit person, to be nominated as referee by the sheriff of Lanarkshire, on the application of either party, and the costs of the reference shall be borne and paid as such referee shall direct: Provided also, that nothing contained in this Act, or which may be done in pursuance hereof, shall prevent the Caledonian Company, or the two companies, as the case may be, from maintaining and repairing, and, when necessary, altering or reconstructing the said bridges, and widening their respective lines beneath the same, without interference on the part of the Corporation, and without incurring any liability to the Corporation, or to the lessees of the said tramways, or to any other parties working or using the same, for any loss, injury, damage, expense, or interruption of traffic which may arise from such maintenance, repair, alteration, or reconstruction: Provided always, that all such operations shall be executed by the Caledonian Company, or the two companies, as the case may be, in such manner as to cause as little interruption or inconvenience as practicable to the traffic on the said tramways; and that the Caledonian Company, or the two companies, as the case may be, 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, so far as interfering with the said tramways, shall

be conducted at the sight and to the reasonable satisfaction of the engineer of the Corporation 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 Caledonian Company, or the two companies, as the case may be, or of the Corporation or board of police.

Temporary tramways may be made when necessary.

23. 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 33 of the Tramways Act, 1870 (as the said section is to be read for the purposes of this Act), for the settlement of differences in the said section mentioned.

Period for completion of works.

24. If the proposed tramways are not completed within three 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.

Power to take additional lands by agreement.

25. The Corporation may from time to time, for the purposes of the undertaking, purchase by agreement any lands, and may hold the same, not exceeding three acres.

Power to agree for servitudes, &c.

26. The Corporation may, for the purposes of the undertaking, 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 Consoli-

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dation 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.

Alteration of junctions.

27. 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.

28. 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, or other rail adapted for street tramway purposes, he shall for every such offence be liable to a penalty of not exceeding twenty pounds.

Power to Corporation to grant leases of tramways.

29. The Corporation shall have the same powers of leasing the tramways, or any of them, or any part thereof, as they have or are subject to with respect to the existing or 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.

Power for Corporation to use tramways with flange wheeled carriages, &c.

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

Incorporating certain sections of 33 & 34 Vict. c. clxxv.

31. Section 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 in the same manner and to the same effect as if the tramways had been authorised by the Act of 1870 or by the Act of 1875; and the said sixty-seventh section of the Act of 1870 shall be read and have effect as if for the words "the Company" were substituted the words "the existing lessees of the

" Corporation, and on the expiration of the present lease, then the " Corporation;" and, subject to the provisions of this Act, the Corporation shall, with respect to the tramways, enjoy and exercise the same powers and authorities as they enjoy and exercise under the Acts of 1870 and 1875, with respect to the tramways authorised to be constructed by these Acts.

Mode of ascertaining and computing tolls and charges.

32. The Corporation may from time to time cause a series of stations to be marked and set out on the several tramway routes on the 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, in the case of tramways which are continuations of any of the existing and authorised tramways, at the last mile station, coming outwards from the city, already fixed under the powers of the thirtieth section of the Act of 1875, and numbered consecutively with the mile stations already fixed as aforesaid, and in the case of tramways which are not continuations of any of the existing and authorised tramways, or which shall not be joined with any of the existing and authorised tramways, commencing in the option of the Corporation at either of the terminations of the tramways, and numbered consecutively along such tramways, or also in the option of the Corporation, commencing the measurement of such distance from either termination of each tramway route which does not pass the junction of Jamaica Street with Argyle Street, 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 passenger travelling on the tramways, or any part or parts thereof respectively, 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.

Through cars.

33. The Corporation, or in the event of their leasing the tramways, then their lessees, may run through cars along any of the tramway routes authorised by this Act and by any of the recited Acts, or any portion of such routes, but subject always, as regards

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any of the existing or authorised tramways, to the consent of the lessees thereof; and such cars shall be distinguished from other cars in such manner as may be directed by the Corporation, and they may demand and take for every passenger by such cars, including tolls for the use of the tramways, and of carriages, and for motive power, and for 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.

Incorporating certain sections of 38 & 39 Vict. c. cxxiii.

34. Sections 33, 34, and 35 of the Act of 1875 shall extend and apply to the tramways, subject to the proviso that the expression "their lessees" in the said sections 33 and 35 shall mean the present lessees of the tramways.

Recovery of tolls, penalties, &c.

35. All tolls, charges, penalties, and other moneys, which under this Act, or the Act of 1870, or the Act of 1875, or the Bothwell Act, may become payable to the magistrates and council of the city and royal burgh of Glasgow acting in the execution of the Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877, and the General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877, 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 rights powers and of police commissioners of Hillhead, Partick, Maryhill, Crosshill, and Govanhill.

36. Nothing in this Act contained shall prejudice or affect the powers, rights, or privileges of the commissioners of police of the burghs of Hillhead, Partick, Maryhill, Crosshill, and Govanhill, 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 Act 13th and 14th Victoria, chapter thirty-three, intituled "An Act to "make more effectual provision for regulating the police of towns "and populous places in Scotland, and for paving, draining, "cleansing, lighting, and improving the same," and the General Police and Improvement (Scotland) Act, 1862, and the said commissioners and magistrates shall, with respect to any tramways formed or laid down on any road or street in the said burghs 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

25 & 26 Vict. c. cciv.

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 the charge of, or using the same, and to the standings for the same, as they are for the time being entitled to make, enforce, and grant with respect to hackney carriages, and the drivers and other persons having the charge thereof, and to the standings for the same in the said police burghs respectively, under the said Act 13th and 14th Victoria, chapter thirty-three, and the General Police and Improvement (Scotland) Act, 1862.

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

37. The Corporation may from time to time enter into and carry into effect agreements with the Tramway Company, 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, for the following purposes, or any of them; (that is to say,)

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

The supply of any rolling or working stock, and of officers and servants for the conduct of the traffic on the 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 the undertaking of the other party contracting 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 agreement as aforesaid.

Form and delivery of notices.

38. 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

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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.

39. 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, as amended by section 40 of the Act of 1875, shall be read and have effect as if the sum of four hundred thousand pounds were therein specified instead of the sum of three hundred thousand pounds, and as if the tramways by this Act authorised had been authorised and constructed under the Act of 1870, or of the Act of 1871.

Priority of existing mortgages.

40. 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, or the Act of 1875, 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 borrowed money.

41. 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 the Act of 1875 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.

Tramways not exempt from provision of present or future general Tramways Act.

42. 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.

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The SCHEDULES to which the foregoing Act refers.

SCHEDULE (A.)

Parishes.	Numbers on the deposited Plans.
Tramway No. 15 and 15a.	
Govan (County of Renfrew) - -	2, 3.
Tramway No. 16 and 16a.	
Govan (County of Renfrew) - -	4.

SCHEDULE (B.)

Tramways Nos. 4 and 4a.	In Garscube Road near the commencement of the tramways.
Tramways Nos. 5 and 5a.	In Springburn Road near the entrance to Sighthill Cemetery.
	In Castle Street near Parliamentary Road.
	In Crown Street near Cumberland Street or Cathcart Street.
Tramways Nos. 13 and 13a.	In Dalmarnock Road near Springfield Road.
Tramways Nos. 28 and 28a.	In Pollokshaws Road, immediately within the municipal boundary.

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