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An Act for authorising the construction of Street Tramways in the town of Greenock; and for other purposes.

[29th June 1871.]

WHEREAS the construction of street tramways in parts of the town of Greenock would be of local and public advantage:

And whereas the Board of Police of Greenock (herein-after referred to as the Board), who are the local authority having the control and management of the streets in the town, are willing to undertake the construction and maintenance of the proposed tramways, on being empowered as in this Act provided, and it is expedient that they be so empowered accordingly:

And whereas one of the benefits to arise from the construction of tramways in the town of Greenock would be the facilitating of transport of goods and materials to and from the harbours and docks therein, and by reason of this circumstance and of other local conditions it is expedient that special provision be made respecting the construction and working of tramways in the town:

And whereas for the purpose of the construction of the said tramways it is expedient that the borrowing powers of the Board under "The Greenock Police and Improvement Act, 1865," (herein-after referred to as "the Act of 1865,") should be enlarged: 28 & 29 Vict. c. ccc.

And whereas plans and sections of the proposed street tramways, and a book of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of lands intended to be subjected to the powers of this Act, have been deposited with the principal sheriff clerk for the county of Renfrew (which are in this Act referred to as the deposited plans, sections, and book of reference):

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

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal,

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and Commons, in this present Parliament assembled, and by the authority of the same, as follows; (that is to say,)

Short title.

1. This Act may be cited as the Greenock Street Tramways Act, 1871.

Provisions of general Acts herein named incorporated.

2. The following enactments (as far as they are applicable for the purposes of and not inconsistent with this Act) are hereby incorporated with this Act; (namely,)

The Lands Clauses Consolidation (Scotland) Act, 1845:
The Lands Clauses Consolidation Acts Amendment Act, 1860.

Interpretation of terms.

3. With respect to the interpretation of terms in this Act, the following provisions shall have effect, notwithstanding anything in the Tramways Act, 1870; (namely,)

"The Board" means the Board of Police of Greenock:

"The sheriff" means the sheriff for the time being of Renfrewshire, or any of his substitutes:

"The parish of Greenock" means and includes the whole territory within the three parishes called or known as the West, New or Middle, and East parishes of Greenock:

"Road authority" means the Board, or the turnpike trustees, or the statute labour trustees, or other body having the control of a street or road:

"The tramways" or "the undertaking" means the tramways and works and undertaking by this Act authorised, or any of them, or any part thereof, and "tramway" means any of the tramways, or any part thereof:

"Street" or "road" means the carriageway of any street, road, bridge, thoroughfare, or place along or across which a tramway is or is to be laid, and includes the surface, pavement, soil, and subsoil of a street or road, and any bridge forming part of or leading to the same, and being under the control of the road authority, and includes a road within the Tramways Act, 1870:

"The imaginary centre line" applied to a street or road means an imaginary line drawn along the centre of the carriageway of the street or road:

Terms to which meanings are assigned in enactments incorporated with this Act, or which have therein special meanings, have in this Act the same meanings.

Adaptation of general Act.

4. Parts II. and III. of the Tramways Act, 1870, incorporated by section twenty-two of that Act with this Act, shall for the purposes of this Act have effect, subject and according to the following provisions; (namely,)

1. Sections twenty-six, twenty-seven, twenty-eight, and twenty-nine shall apply only where the Board are not the road authority:
2. The provisions of section twenty-six, relating to a bridge vested in some person or persons, corporation, or company distinct from the road authority, shall apply only where the bridge is not under the control of the Board:
3. Section thirty shall apply only where the mains, pipes, tubes, wires, or apparatus do or does not belong to, or are or is not under the control of, the Board:
4. Section thirty-one shall apply only where the sewer, drain, watercourse, subway, defence, or work does not belong to the Board, or the same or the sewerage or drainage is not under the control of the Board:
5. Sections thirty-three, forty-six, and forty-eight shall have effect as if the Board were therein mentioned instead of the local authority, and the sheriff instead of the Board of Trade:
6. Sections thirty-four, forty-three, fifty-four, fifty-eight, and sixty-two are hereby excepted from incorporation with this Act.

Power to make and work tramways and take lands.

5. Subject to the provisions of this Act, the Board may make and maintain in accordance with the deposited plans and sections the tramways in this section described, with all proper rails, plates, offices, stables, carriage houses, warehouses, works, and conveniences connected therewith or for the purposes thereof, and may work and use the same, and may enter on, take, and use such of the lands delineated on and described in the deposited plans and book of reference as they require for making and maintaining the tramways, but not for any of the other works or purposes of the undertaking.

The tramways before in this section referred to and by this Act authorised are the following:

No. 1 and No. 1A.—A tramway, No. 1, and a tramway, No. 1A, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in the turnpike road leading from Greenock to Gourock at a point in that road where the boundary between the parishes of Greenock and Inverkip crosses that road, proceeding thence in an easterly direction along that road into and along the Low Gourock Road, Eldon Street, Brougham Street, Grey Place, West Blackhall Street, and Hamilton Street, and terminating respectively in the last-mentioned street at a point in that street midway or thereby between West Burn Street and Sugarhouse Lane. The centre line of the proposed tramway No. 1 will be throughout on the

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northern side of and at a distance of four feet from the imaginary centre line of each of the before-mentioned roads and streets along which the said tramway is intended to be laid, until in a length of sixty feet from its termination it gradually approaches the imaginary centre line of Hamilton Street until it reaches that centre line at the point of the termination of the tramway before mentioned. The centre line of the proposed tramway No. 1A will be on the southern side of and at a distance of four feet from the imaginary centre line of each of the before-mentioned roads and streets along which the said tramway is intended to be laid, until in a length of sixty feet from its termination it gradually approaches the imaginary centre line of Hamilton Street, until it reaches that imaginary centre line at the point of the termination of the tramway before mentioned:

No. 2.—A tramway, No. 2, commencing in the West parish of Greenock or parish of Greenock in Hamilton Street by a junction with tramways 1 and 1A at the point of the termination of those tramways, as herein-before described, and proceeding in an easterly direction along Hamilton Street and the carriageway on the south side of Cathcart Square, and along Cathcart Street, and terminating in the Middle parish of Greenock or parish of Greenock in Cathcart Street at a point one hundred feet or thereby west of the junction of that street with Shaw Street. The tramway No. 2 will be laid throughout its entire length along the imaginary centre line of each of the streets and carriageway along which it is intended to be laid:

No. 3 and No. 3A.—A tramway, No. 3, and a tramway, No. 3A, commencing in the Middle parish of Greenock or parish of Greenock by a junction with tramway No. 2 at the point of the termination of that tramway, as herein-before described, and thence proceeding in an easterly direction along Cathcart Street, Rue End Street, and High Street, and terminating in the East parish of Greenock or parish of Greenock in High Street, at a point ninety feet or thereby east of the gate of the coal depôt of the Caledonian Railway Company. The centre line of the proposed tramway No. 3 will be at its commencement in the centre of Cathcart Street, and thence will gradually diverge to the northward until in a length of fifty feet from the point of its commencement it attains the distance of four feet from the imaginary centre line of that street, and thence will continue at a distance of four feet from and northward of the imaginary centre line of each of the streets along which it will be laid, until in a length of fifty feet from its termination it

gradually approaches the said imaginary centre line of High Street, until it reaches that line at the termination of the tramway. The centre line of the proposed tramway No. 3A will be at its commencement in the centre of Cathcart Street, and thence will gradually diverge to the southward until in a length of fifty feet from the point of its commencement it attains the distance of four feet from the imaginary centre line of that street, and thence will continue at a distance of four feet from and southward of the imaginary centre line of each of the streets along which it will be laid, until in a length of fifty feet from its termination it gradually approaches the said imaginary centre line of High Street, until it reaches that line at the termination of the tramway:

No. 4.—A tramway, No. 4, wholly situate in the East parish of Greenock or parish of Greenock, and in High Street, commencing in High Street by a junction with tramways No. 3 and No. 3A at their termination, as herein-before described, and proceeding thence in an easterly direction along High Street, and terminating in that street at a point one hundred and thirty feet or thereby west of the entrance gate of the Bottleworks Quay. The centre line of the proposed tramway No. 4 will be laid throughout its entire length along the imaginary centre line of High Street:

No. 5 and No. 5A.—A tramway, No. 5, and a tramway, No. 5A, wholly situate in the East parish of Greenock or parish of Greenock, commencing in High Street by a junction with tramway No. 4 at its termination, as herein-before described, and proceeding thence in an easterly direction along High Street, East Hamilton Street, and the Port Glasgow Road, and terminating in the last-mentioned road at a point on that road forty feet or thereby south-east of the south-east corner of the shipbuilding yard now or formerly belonging to Messieurs Lawrence, Hill, and Company. The centre line of the proposed tramway No. 5 will be at its commencement in the centre of High Street, and will thence gradually diverge to the northward until in a length of fifty feet from the point of its commencement it attains the distance of four feet from the imaginary centre line of that street, and thence to its termination it will continue at a distance of four feet from and northward of the imaginary centre line of the streets and road along which it will be laid. The centre line of the proposed tramway No. 5A will be at its commencement in the centre of High Street, and will thence gradually diverge to the southward until in a length of fifty feet from the point of its commencement it attains the

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distance of four feet from the imaginary centre line of that street, and thence to its termination it will continue at a distance of four feet from and southward of the imaginary centre line of the streets and road along which it will be laid:

No. 6.—A tramway, No. 6, one and a half chains or thereby in length, situate wholly in the West parish of Greenock or parish of Greenock, and in the turnpike road leading from Greenock to Gourock, commencing by a junction with tramway No. 1A, at a point one chain or thereby east of the point of commencement of that tramway, as herein-before described, and terminating by a junction with tramway No. 1 at a point two and a half chains or thereby east of the commencement of that tramway, as herein-before described. The centre line of tramway No. 6 will be at its commencement four feet from and southward of the imaginary centre line of the said road, and will thence gradually approach that centre line until in a length of three quarters of a chain it will intersect the imaginary centre line of that road, and will thence gradually diverge to the northward until at its termination it will be four feet from that imaginary centre line:

No. 7.—A tramway, No. 7, one and a half chains or thereby in length, situate wholly in the West parish of Greenock or parish of Greenock, and in the Low Gourock Road, commencing by a junction with tramway No. 1A at a point thirty feet or thereby south of the south-east corner of the Esplanade, where the Esplanade joins the Low Gourock Road, and terminating by a junction with tramway No. 1 at a point one hundred feet or thereby east of that corner of the Esplanade. The centre line of tramway No. 7 will be at its commencement four feet from and southward of the imaginary centre line of the said road, and will gradually approach that centre line until in a length of three quarters of a chain it will intersect that imaginary centre line, and will thence gradually diverge to the northward until at its termination it will be four feet from that imaginary centre line:

No. 8.—A tramway or passing place, No. 8, two chains or thereby in length, situate wholly in the Mid parish of Greenock or parish of Greenock, and in the carriageway on the south side of Cathcart Square, commencing by a junction with tramway No. 2 at a point twenty-five feet or thereby north-east of the north-east corner of the Union Bank of Scotland, and terminating at a point twenty-five feet or thereby south-west of the south-west corner of the White Hart Hotel. The centre line of the tramway or passing place No. 8 will be at its commencement in the centre of the said carriageway, and will

thence gradually diverge to the northward until in a length of one chain it attains a distance of eight feet from the imaginary centre line of that carriageway, and thence to its termination will gradually approach that imaginary centre line until it joins that centre line at the point of the termination of the tramway herein-before described:

No. 9.—A tramway or passing place, No. 9, two chains or thereby in length, wholly situate in the Mid parish of Greenock or parish of Greenock, and in Cathcart Street, commencing by a junction with tramway No. 2 at a point opposite Highland Close, and terminating by a junction with the same tramway opposite East Quay Lane. The centre line of the tramway or passing place No. 9 will be at its commencement in the centre of Cathcart Street, and will thence gradually diverge to the northward until in a length of one chain it attains a distance of eight feet from the imaginary centre line of that street, and thence to its termination will gradually approach that imaginary centre line until it joins that centre line at the point of the termination of the tramway herein-before described:

No. 10.—A tramway, No. 10, one and a half chains or thereby in length, situate wholly in the East parish of Greenock or parish of Greenock, and in the Port Glasgow Road, commencing by a junction with tramway No. 5A at a point two chains or thereby west of the termination of that tramway as herein-before described, and terminating by a junction with tramway No. 5 at a point half a chain or thereby west of the termination of that tramway as herein-before described. The centre line of tramway No. 10 will be at its commencement four feet from and southward of the imaginary centre line of that road, and will gradually approach that centre line until in a length of three quarters of a chain it will intersect that centre line, and will thence gradually diverge to the northward until at the termination of the tramway it will be four feet from that imaginary centre line:

No. 11 and No. 11A.—A tramway, No. 11, and a tramway, No. 11A, situate wholly in the West parish of Greenock or parish of Greenock, commencing in Grey Place opposite the south-east corner of the grounds of Saint Thomas Free Church, being three and a half chains or thereby south-eastward of the south-east side of Patrick Street (tramway No. 11 there forming a junction with tramway No. 1, and tramway No. 11A there forming a junction with tramway No. 1A), and proceeding thence across West Blackhall Street into and along Ker Street, crossing Clarence Street, and terminating by a junction

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with the southernmost line of rails on the south side of Albert Harbour at a point one hundred and ten feet or thereby south-east of the east corner of the goods shed of the Greenock and Ayrshire Railway Company. The centre line of tramway No. 11 will be at its commencement four feet from and north-eastward of the imaginary centre line of Grey Place, and in Ker Street will be four feet from and north-westward of the imaginary centre line of that street. The centre line of tramway No. 11A will be at its commencement four feet from and south-westward of the imaginary centre line of Grey Place, and four feet from and south-eastward of the imaginary centre line of Ker Street:

No. 12 and No. 12A.—A tramway or short connecting curve, No. 12, and a tramway or short connecting curve, No. 12A, two chains or thereby in length respectively, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in Ker Street at or near the south-west end of that street (tramway No. 12 there forming a junction with tramway No. 11A, and tramway No. 12A there forming a junction with tramway No. 11), and proceeding in a curved line in a southerly direction into and terminating respectively in West Blackhall Street at or near the junction of that street with Grey Place (tramway No. 12 there forming a junction with tramway No. 1, and tramway No. 12A there forming a junction with tramway No. 1A). The centre line of tramway No. 12 will be at its commencement four feet from and south-eastward of the imaginary centre line of Ker Street, and at its termination four feet from and north-eastward of the imaginary centre line of West Blackhall Street. The centre line of tramway No. 12A will be at its commencement four feet from and north-westward of the imaginary centre line of Ker Street, and at its termination four feet from and south-westward of the imaginary centre line of West Blackhall Street:

No. 13 and No. 13A.—A tramway, No. 13, and a tramway, No. 13A, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in West Blackhall Street by a junction with tramway No. 1, as regards tramway No. 13 at a point twenty-five feet or thereby west of the corner formed by the junction of West Blackhall Street with the north side of Laird Street, and as regards tramway No. 13A at a point twenty-five feet or thereby south-west of the corner formed by the junction of West Blackhall Street with the south side of Laird Street, and respectively passing thence along Laird Street, and terminating respectively by a junction with the southern-

most line of rails on the south side of Albert Harbour at a point ninety feet or thereby north-west of the north end of Ropework Street. The centre line of the proposed tramway No. 13 will be at its commencement four feet from and eastward of the imaginary centre line of West Blackhall Street, and after entering Laird Street will for a length of forty feet be laid along the centre of that street, and thence will gradully diverge from the imaginary centre line of that street until in a length of fifty feet it attains the distance of four feet from and north-westward of that imaginary centre line, and will thence continue at a distance of four feet from and north-westward of that imaginary centre line to a point opposite the south-west side of Clarence Street, and thence will gradually approach until in a length of fifty feet it reaches that imaginary centre line. The centre line of the proposed tramway No. 13A will be at its commencement four feet from and eastward of the imaginary centre line of West Blackhall Street, and after entering Laird Street will for a length of forty feet be laid along the centre of that street, and thence will gradually diverge from the imaginary centre line of that street until in a length of fifty feet it attains the distance of four feet from and south-eastward of that imaginary centre line, and will thence continue at a distance of four feet from and south-eastward of that imaginary centre line to a point opposite the south-west side of Clarence Street, and thence will gradually approach until in a length of fifty feet it reaches that imaginary centre line:

No. 14.—A tramway, No. 14, one and a half chains in length, situate wholly in the West parish of Greenock or parish of Greenock, and in West Blackhall Street, commencing by a junction with tramway No. 1A at a point one and a half chains or thereby north-west of the point where the centre of Argyle Street joins West Blackhall Street, proceeding thence along West Blackhall Street and terminating by a junction with tramway No. 1 at a point opposite the centre aforesaid of Argyle Street. The centre line of tramway No. 14 will be at its commencement four feet from and westward of the imaginary centre line of West Blackhall Street, and will gradually approach until in a length of three quarters of a chain it will intersect that imaginary centre, and will thence gradually diverge to the eastward until at its termination it will be four feet from that imaginary centre line:

No. 15.—A tramway, No. 15, one and a half chains in length, situate wholly in the West parish of Greenock or parish of Greenock, and in West Blackhall Street, commencing by a junction with tramway No. 1 at a point one and a half chains

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south of the point where the centre of Argyle Street joins West Blackhall Street, proceeding thence along West Blackhall Street, and terminating by a junction with tramway No. 1A at a point three chains or thereby south of the centre aforesaid of Argyle Street. The centre line of tramway No. 15 will be at its commencement four feet from and eastward of the imaginary centre line of West Blackhall Street, and will gradually approach until in a length of three quarters of a chain it will intersect that imaginary centre line, and will thence gradually diverge to the westward until at its termination it will be four feet from that imaginary centre line:

No. 16 and No. 16A.—A tramway, No. 16, and a tramway, No. 16A, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in West Shaw Street at a point one chain north of the south end of that street where that street joins Inverkip Street, proceeding thence along West Shaw Street, Nicholson Street, Dalrymple Street, and West Quay Lane, and terminating on the West Quay at a point one chain or thereby east of the east end of West Quay Lane. The centre line of the proposed tramway No. 16 will be at its commencement in the centre of West Shaw Street, and will thence gradually diverge from the imaginary centre line of that street until in a length of fifty feet it attains the distance of four feet from and westward of that imaginary centre line, and will thence continue at a distance of four feet from and westward of that imaginary centre line along West Shaw Street, and at a distance of four feet from and northward of the imaginary centre line of Nicholson Street, and at a distance of four feet from and north-eastward of the imaginary centre line of Dalrymple Street, and at a distance of four feet from and northward of the imaginary centre line of West Quay Lane. The centre line of the proposed tramway No. 16A will be at its commencement in the centre of West Shaw Street, and will thence gradually diverge from the imaginary centre line of that street until in a length of fifty feet it attains the distance of four feet from and eastward of that imaginary centre line, and will thence continue at a distance of four feet from and eastward of that imaginary centre line along West Shaw Street, and at a distance of four feet from and southward of the imaginary centre line of Nicholson Street, and at a distance of four feet from and south-westward of the imaginary centre line of Dalrymple Street, and at a distance of four feet from and southward of the imaginary centre line of West Quay Lane:

No. 17 and No. 17A.—Short connecting tramways, No. 17 and

No. 17A, each about one chain in length, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in West Blackhall Street at a point forty feet or thereby north of the point of the intersection of the centre of that street and the centre of Nicholson Street (No. 17 there forming a junction with tramway No. 1, and No. 17A there forming a junction with tramway No. 1A), and curving in a south-easterly direction into Nicholson Street, and terminating in that street at a point forty feet or thereby east of the point of intersection before mentioned (tramway No. 17 there forming a junction with tramway No. 16, and tramway No. 17A there forming a junction with tramway No. 16A). The centre line of the proposed tramway No. 17 will be at its commencement four feet from and eastward of the imaginary centre line of West Blackhall Street, and will be at its termination four feet from and northward of the imaginary centre line of Nicholson Street. The centre line of the proposed tramway No. 17A will be at its commencement four feet from and westward of the imaginary centre line of West Blackhall Street, and will be at its termination four feet from and southward of the imaginary centre line of Nicholson Street:

No. 18 and No. 18A.—Short connecting tramways, No. 18 and No. 18A, each about one chain in length, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in West Blackhall Street at a point forty feet or thereby south of the point of intersection of the centre of that street and the centre of Nicholson Street (tramway No. 18 there forming a junction with tramway No. 1A, and tramway No. 18A there forming a junction with tramway No. 1), and curving in an easterly direction into Nicholson Street, and terminating in that street at a point forty feet or thereby east of the point of intersection before mentioned (tramway No. 18 there forming a junction with tramway No. 16, and tramway No. 18A there forming a junction with tramway No. 16A). The centre line of the proposed tramway No. 18 will be at its commencement four feet from and westward of the imaginary centre line of West Blackhall Street, and will be at its termination four feet from and northward of the imaginary centre line of Nicholson Street. The centre line of the proposed tramway No. 18A will be at its commencement four feet from and eastward of the imaginary centre line of West Blackhall Street, and will be at its termination four feet from and southward of the imaginary centre line of Nicholson Street:

No. 19 and No. 19A.—Short connecting tramways, No. 19 and

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No. 19A, each about one chain in length, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in West Blackhall Street at a point forty feet or thereby north of the point of intersection of the centre of that street with the centre of Nicholson Street (tramway No. 19 there forming a junction with tramway No. 1, and tramway No. 19A there forming a junction with tramway No. 1A), and curving in a south-westerly direction into Nicholson Street, and terminating in that street at a point forty feet or thereby west of the point of intersection before mentioned (tramway No. 19 there forming a junction with tramway No. 16A, and tramway No. 19A there forming a junction with tramway No. 16). The centre line of the proposed tramway No. 19 will be at its commencement four feet from and eastward of the imaginary centre line of West Blackhall Street, and will be at its termination four feet from and southward of the imaginary centre line of Nicholson Street. The centre line of the proposed tramway No. 19A will be at its commencement four feet from and westward of the imaginary centre line of West Blackhall Street, and will be at its termination four feet from and northward of the imaginary centre line of Nicholson Street:

No. 20 and No. 20A.—Short connecting tramways, No. 20 and No. 20A, each about one chain in length, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in Nicholson Street at a point forty feet or thereby west of the point of the intersection of the centre of that street and the centre of West Blackhall Street (tramway No. 20 there forming a junction with tramway No. 16, and tramway No. 20A there forming a junction with tramway No. 16A), and curving in a south-easterly direction into West Blackhall Street, and terminating in that street at a point forty feet or thereby south of the point of intersection before mentioned (tramway No. 20 there forming a junction with tramway No. 1, and tramway No. 20A there forming a junction with tramway No. 1A). The centre line of the proposed tramway No. 20 will be at its commencement four feet from and northward of the imaginary centre line of Nicholson Street, and will be at its termination four feet from and eastward of the imaginary centre line of West Blackhall Street. The centre line of the proposed tramway No. 20A will be at its commencement four feet from and southward of the imaginary centre line of Nicholson Street, and will be at its termination four feet from and westward of the imaginary centre line of West Blackhall Street:

No. 21 and No. 21A.—A tramway, No. 21, and a tramway,

No. 21A, situate wholly in the West parish of Greenock or parish of Greenock, commencing respectively in Hamilton Street by a junction with tramway No. 2, as regards tramway No. 21 at a point thirty feet or thereby north-west of the point of intersection of the centre of Charles Street and the centre of Hamilton Street, and as regards tramway No. 21A at a point thirty feet or thereby south-east of the point of intersection before mentioned, and proceeding in a north-easterly direction along Charles Street into and terminating in Dalrymple Street at a point forty feet or thereby south of the north-east end of Charles Street (tramway No. 21 there forming a junction with tramway No. 16, and tramway No. 21A there forming a junction with tramway No. 16A). The centre line of the proposed tramway No. 21 will be at its commencement in the centre of Hamilton Street, and after entering Charles Street will for a length of thirty feet be laid along the centre of that street, and thence will gradually diverge from the imaginary centre line of that street until in a length of fifty feet it attains the distance of four feet from and north-westward of that imaginary centre line, and will thence continue to the north-east end of Charles Street at a distance of four feet from and north-westward of that imaginary centre line, and at its termination in Dalrymple Street will be four feet from and to the north-eastward of the imaginary centre line of that street. The centre line of the proposed tramway No. 21A will be at its commencement in the centre of Hamilton Street, and after entering Charles Street will for a length of thirty feet be laid along the centre of that street, and thence will gradually diverge from the imaginary centre line of that street until in a length of fifty feet it attains the distance of four feet from and south-east of that imaginary centre line, and will thence continue to the north-east end of Charles Street at a distance of four feet from and south-eastward of that imaginary centre line, and at its termination in Dalrymple Street will be four feet from and to the south-westward of the imaginary centre line of that street.

No. 22 and No. 22A.—A tramway, No. 22, and a tramway, No. 22A, situate in the East parish of Greenock or parish of Greenock, and in the West parish of Greenock or parish of Greenock, or one of them, commencing respectively in Drumfrochar Road at a point forty feet or thereby west of the south end of Lynedoch Street where the centre of that street joins Drumfrochar Road, proceeding thence along Lynedoch Street, Regent Street, Bogle Street, Terrace Road, Watt Place, and Cross Shore Street, and terminating in the Mid parish of Greenock or parish of Greenock

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on the East Breast at a point forty feet or thereby west of the north end of Cross Shore Street. The centre line of the proposed tramway No. 22 will be at its commencement four feet from and northward of the imaginary centre line of Drumfrochar Road, and in Lynedoch Street it will be four feet from and westward of the imaginary centre line of that street, and in Regent Street it will be four feet from and northward of the imaginary centre line of that street, and in Bogle Street and Terrace Road it will be four feet from and westward of the imaginary centre line of that street and road, and on entering Watt Place it will gradually approach until in a length of forty feet it reaches the imaginary centre line of Watt Place, and thence will be in the centre of Watt Place and in the centre of Cross Shore Street till it reaches a point in the centre of Cross Shore Street distant one chain from the north side of Cathcart Street, and will thence gradually diverge until in a length of sixty feet it attains the distance of four feet from and north-westward of the imaginary centre line of Cross Shore Street, and will thence continue to the north end of that street at a distance of four feet from and north-westward of the imaginary centre line of that street. The centre line of the proposed tramway No. 22A will be at its commencement four feet from and southward of the imaginary centre line of Drumfrochar Road, and in Lynedoch Street it will be four feet from and eastward of the imaginary centre line of that street, and in Regent Street it will be four feet from and northward of the imaginary centre line of that street, and in Bogle Street and Terrace Road it will be four feet from and eastward of the imaginary centre line of that street and road, and on entering Watt Place it will gradually approach until in a length of forty feet it reaches the imaginary centre line of Watt Place, and thence will be in the centre of Watt Place and in the centre of Cross Shore Street till it reaches a point in the centre of Cross Shore Street distant one chain from the north side of Cathcart Street, and will thence gradually diverge until in a length of sixty feet it attains the distance of four feet from and south-eastward of the imaginary centre line of Cross Shore Street, and will thence continue to the north-east end of that street at a distance of four feet from and south-eastward of the imaginary centre line of that street:

No. 23.—A short connecting tramway, No. 23, about three quarters of a chain in length, situate wholly in the Mid parish of Greenock or parish of Greenock, commencing in Cathcart Street by a junction with tramway No. 2 at a point thirty feet

or thereby west of the point where the centre of Cathcart Street is intersected by the centre lines of Watt Place and Cross Shore Street, and terminating in Cross Shore Street by a junction with tramways No. 22 and No. 22A at a point thirty feet or thereby north of the point of intersection before mentioned. The centre line of tramway No. 23 will be at its commencement in the centre of Cathcart Street, and will be at its termination in the centre of Cross Shore Street:

No. 24.—A tramway, No. 24, about three quarters of a chain in length, situate wholly in the Mid parish of Greenock or parish of Greenock, commencing in Cathcart Street by a junction with tramway No. 2 at a point thirty feet or thereby east of the point where the centre of Cathcart Street is intersected by the centre line of Watt Place and Cross Shore Street, terminating in Cross Shore Street by a junction with tramways No. 22 and No. 22A at a point thirty feet or thereby north of the point of intersection before mentioned. The centre line of tramway No. 24 will be at its commencement in the centre of Cathcart Street, and will be at its termination in the centre of Cross Shore Street:

No. 25.—A short connecting tramway, No. 25, about three quarters of a chain in length, situate wholly in the Mid parish of Greenock or parish of Greenock, commencing in Cathcart Street by a junction with tramway No. 2 at a point thirty feet or thereby west of the point where the centre of Cathcart Street is intersected by the centre lines of Watt Place and Cross Shore Street, and terminating in Watt Place by a junction with tramways No. 22 and No. 22A at a point thirty feet or thereby south of the intersection before mentioned. The centre line of tramway No. 25 will be at its commencement in the centre of Cathcart Street, and will be at its termination in the centre of Watt Place:

No. 26.—A short connecting tramway, No. 26, about three quarters of a chain in length, situate wholly in the Mid parish of Greenock or parish of Greenock, commencing in Watt Place by a junction with tramways No. 22 and No. 22A at a point thirty feet or thereby south of the point where the centre of Cathcart Street is intersected by the centre lines of Watt Place and Cross Shore Street, and terminating in Cathcart Street by a junction with tramway No. 2 at a point thirty feet or thereby east of the point of intersection before mentioned. The centre line of tramway No. 26 will be at its commencement in the centre of Watt Place, and will be at its termination in the centre of Cathcart Street:

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No. 27 and No. 27A.—Short connecting tramways, No. 27 and No. 27A, each about one chain in length, situate wholly in the West parish of Greenock or parish of Greenock, and in the East parish of Greenock or parish of Greenock, or one of them, commencing respectively in Drumfrochar Road at a point fifty feet or thereby east of the centre of Lynedoch Street where the centre of that street joins Drumfrochar Road (tramway No. 27 there forming a junction with tramway No. 28A, and tramway No. 27A there forming a junction with tramway No. 28), and terminating in Lynedoch Street at a point fifty feet or thereby north of the centre of Drumfrochar Road (tramway No. 27 there forming a junction with tramway No. 22, and tramway No. 27A there forming a junction with tramway No. 22A). The centre line of the proposed tramway No. 27 will be at its commencement four feet from and southward of the imaginary centre line of Drumfrochar Road, and will be at its termination four feet from and westward of the imaginary centre line of Lynedoch Street. The centre line of the proposed tramway No. 27A will be at its commencement four feet from and northward of the imaginary centre line of Drumfrochar Road, and will be at its termination four feet from and eastward of the imaginary centre line of Lynedoch Street:

No. 28 and No. 28A.—A tramway, No. 28, and a tramway, No. 28A, situate in the West parish of Greenock or parish of Greenock, and in the East parish of Greenock or parish of Greenock, or one of them, commencing respectively in Drumfrochar Road at a point two chains or thereby north of the north side of the houses known as Upper Murdieston, and proceeding thence along Drumfrochar Road, Baker Street, the south-east side of Dellingburn Square, Carnock Street, Saint Andrew's Square, Saint Andrew Street, and Rue End Street, and terminating in the East parish of Greenock or parish of Greenock in Rue End Street by a junction with tramway No. 3A, as regards tramway No. 28 at a point forty feet or thereby west of the centre of Saint Andrew Street, and as regards tramway No. 28A at a point forty feet or thereby east of the centre of that street. The centre line of the proposed tramway No. 28 will be at its commencement in the centre of Drumfrochar Road, and will gradually diverge from the imaginary centre line of that road until in a length of one chain it attains the distance of four feet from and northward of that imaginary centre line, and will thence continue along the Drumfrochar Road at the said distance of four feet from and northward of the imaginary centre

line of that road, and will be in Baker Street four feet from and westward of the imaginary centre line of that street, and in Carnock Street four feet from and north-eastward of the imaginary centre line of that street, and in Saint Andrew Street four feet from and north-westward of the imaginary centre line of that street till it reaches a point in that street one and a half chains from the north-east end of that street where it joins Rue End Street, whence it will gradually approach until in a length of one chain it reaches the centre of Saint Andrew Street, and thence to the north-east end of Saint Andrew Street will be in the centre of that street, and at its termination will be four feet from and south-westward of the imaginary centre line of Rue End Street. The centre line of the proposed tramway No. 28A will be at its commencement in the centre of Drumfrochar Road, and will gradually diverge from the imaginary centre line of that road until in a length of one chain it attains the distance of four feet from and southward of that imaginary centre line, and will thence continue along the Drumfrochar Road at a distance of four feet from and southward of the imaginary centre line of that road, and will be in Baker Street four feet from and eastward of the imaginary centre line of that street, and in Carnock Street four feet from and south-westward of the imaginary centre line of that street, and in Saint Andrew Street four feet from and south-eastward of the imaginary centre line of that street until it reaches a point in that street one and a half chains from the north-east end of that street where it joins Rue End Street, whence it will gradually approach until in a length of one chain it reaches the centre of Saint Andrew Street, and thence to the north-east end of Saint Andrew Street will be in the centre of that street, and at its termination will be four feet from and south-westward of the imaginary centre line of Rue End Street:

No. 29.—A tramway, No. 29, situate wholly in the East parish of Greenock or parish of Greenock, and in Dellingburn Street, commencing at a point twenty feet or thereby north of the south end of that street, and terminating at a point two chains or thereby south of the south side of Lyle Street. The centre line of tramway No. 29 will be throughout its entire length one foot from and westward of the imaginary centre line of Dellingburn Street:

No. 30 and No. 30A.—A tramway, No. 30, and a tramway, No. 30A, situate wholly in the East parish of Greenock or parish of Greenock, commencing in Dellingburn Street by a junction

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with tramway No. 29 at the point of the termination of that tramway, as herein-before described, proceeding thence along Dellingburn Street, Regent Street, and the south side of Dellingburn Square, and terminating on the east side of Dellingburn Square at a point ten feet or thereby south of the south side of the easternmost arch of the viaduct carrying the Caledonian Railway over Dellingburn Square (tramway No. 30 there forming a junction with tramway No. 28, and tramway No. 30A there forming a junction with tramway No. 28A). The centre line of tramway No. 30 will be at its commencement one foot from and westward of the imaginary centre line of Dellingburn Street, and will thence gradually diverge until in a length of fifty feet it attains a distance of four feet from and north-westward of the imaginary centre line of that street, and will thence continue along that street at a distance of four feet from and north-westward of that imaginary centre line, and in Regent Street will be laid along the centre of that street. The centre line of tramway No. 30A will be at its commencement one foot from and westward of the imaginary centre line of Dellingburn Street, and will thence gradually diverge until in a length of fifty feet it attains a distance of four feet from and south-eastward of the imaginary centre line of that street, and will thence continue along that street at a distance of four feet from and south-eastward of that imaginary centre line, and in Regent Street will be at a distance of eight feet from and southward of the imaginary centre line of that street:

No. 30B.—A tramway, No. 30B, one and a half chains or thereby in length, situate wholly in the East parish of Greenock or parish of Greenock, and on the south side of Dellingburn Square, commencing by a junction with tramway No. 30 at a point one chain or thereby east of the north-east corner of Dellingburn Street where that street joins Regent Street, and terminating by a junction with tramway No. 30A at a point two and a half chains or thereby east of the said north-east corner of Dellingburn Street. The centre line of the proposed tramway No. 30B will be at its commencement in the centre of Regent Street:

No. 31.—A tramway, No. 31, situate wholly in the East parish of Greenock or parish of Greenock, and in Regent Street, commencing by a junction with tramway No. 22 and tramway No. 22A at a point eighty feet or thereby west of the centre of Antigua Street where that street joins Regent Street, and terminating opposite or nearly opposite to the north-east corner of Dellingburn Street, herein-before described. The centre line of the proposed tramway No. 31 will be at its commencement four feet

from and north-eastward of the imaginary centre line of Regent Street, and will thence gradually approach until in a length of two and a half chains it reaches the imaginary centre line of that street, and thence to its termination the tramway will be laid along the centre of the same street:

No. 32 and No. 32A.—A tramway, No. 32, and a tramway, No. 32A, situate wholly in the East parish of Greenock or parish of Greenock, commencing respectively in Baker Street at a point forty feet or thereby south of the centre line of Ingleston Road where that road joins Baker Street (tramway No. 32 there forming a junction with tramway No. 28, and tramway No. 32A there forming a junction with tramway No. 28A), and proceeding into and along Ingleston Road, and terminating respectively in that road at a point one chain or thereby east of the gateway of the Orchard Sugar Refinery, now in the occupation of Messieurs Paul, Sword, and Company. The centre line of the proposed tramway No. 32 will be at its commencement four feet from and westward of the imaginary centre line of Baker Street, and four feet from and northward of the imaginary centre line of Ingleston Road, until it reaches a point in that road one chain from the termination of that tramway as herein-before described, whence it will gradually approach until at that termination it reaches the imaginary centre line of that road. The centre line of the proposed tramway No. 32A will be at its commencement four feet from and eastward of the imaginary centre line of Baker Street, and four feet from and southward of the imaginary centre line of Ingleston Road until it reaches a point in that road one chain from the termination of that tramway, as herein-before described, whence it will gradually approach until at that termination it reaches the imaginary centre line of that road:

No. 33 and No. 33A.—Short connecting tramways, No. 33 and No. 33A, each about one chain in length, situate wholly in the East parish of Greenock or parish of Greenock, commencing respectively in Ingleston Road at a point forty feet or thereby east of the centre of Baker Street (tramway No. 33 there forming a junction with tramway No. 32A, and tramway No. 33A there forming a junction with tramway No. 32), and curving in a northerly direction into Baker Street, and terminating in that street at a point forty feet or thereby north of the centre of Ingleston Road (tramway No. 33 there forming a junction with tramway No. 28, and tramway No. 33A there forming a junction with tramway No. 28A). The centre line of the proposed tramway No. 33 will be at its commencement four feet from and

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southward of the imaginary centre line of Ingleston Road, and will be at its termination four feet from and westward of the imaginary centre line of Baker Street. The centre line of the proposed tramway No. 33A will be at its commencement four feet from and northward of the imaginary centre line of Ingleston Road, and will be at its termination four feet from and eastward of the imaginary centre line of Baker Street:

No. 34 and No. 34A.—A tramway, No. 34, and a tramway, No. 34A, situate wholly in the Mid parish of Greenock or parish of Greenock, and in the East parish of Greenock or parish of Greenock, or one of them, commencing respectively in Cathcart Street at a point forty feet or thereby west of the centre of the south end of Shaw Street where that street joins Cathcart Street (tramway No. 34 there forming a junction with tramway No. 3, and tramway No. 34A there forming a junction with tramway No. 3A), thence proceeding in an easterly direction along Cathcart Street on to the East India Breast, tramway No. 34 terminating in the Mid parish of Greenock by a junction with the line of rails on the said East India Breast at a point two and a half chains or thereby south of the south corner of the new graving dock, and tramway No. 34A terminating in the east parish of Greenock by a junction with the same line of rails at or near the north-east end of Virginia Street. The centre line of tramway No. 34 will be in Cathcart Street four feet from and northward of the imaginary centre line of that street. The centre line of tramway No. 34A will be four feet from and southward of the imaginary centre line of Cathcart Street, until at a point two chains from the commencement of that tramway, as herein-before described, it will gradually approach, and in the length of half a chain will intersect the imaginary centre line of that street, and thence will diverge until in a further length of half a chain it will be at a distance of four feet from and northward of the imaginary centre line of that street:

No. 35.—A tramway, No. 35, two chains or thereby in length, situate wholly in the East parish of Greenock or parish of Greenock, commencing by a junction with tramway No. 3 in Rue End Street at a point forty feet or thereby south-east of the centre line of East Blackhall Street where that street joins Rue End Street, and proceeding in a northerly direction across the quay on the south side of Victoria Harbour, and terminating by a junction with the southernmost line of rails on that quay at a point three chains or thereby south-east of the south-east end of No. 17 sugar store:

No. 36.—A tramway, No. 36, about one chain in length, situate

wholly in the East parish of Greenock or parish of Greenock, and in Rue End Street, commencing by a junction with tramway No. 3 at a point two chains or thereby west of the centre of Saint Andrew Street where that street joins Rue End Street, and terminating by a junction with tramway No. 3A at a point one chain or thereby west of the said centre of Saint Andrew Street. The centre line of tramway No. 36 will be at its commencement four feet from and northward of the imaginary centre line of Rue End Street, and at its termination will be four feet from and southward of that imaginary centre line:

No. 37.—A tramway, No. 37, about one chain in length, situate wholly in the East parish of Greenock or parish of Greenock, and in Rue End Street, commencing by a junction with tramway No. 3A at a point one chain or thereby east of the centre line of Saint Andrew Street where that street joins Rue End Street, and terminating by a junction with tramway No. 3 at a point two chains or thereby east of the said centre of Saint Andrew Street. The centre line of tramway No. 37 will be at its commencement four feet from and southward of the imaginary centre line of Rue End Street, and will be at its termination four feet from and northward of that imaginary centre line: Provided that the Board shall not under this Act acquire any right to the solum of any of the roads or streets on which the tramways are to be constructed, but only a right of laying, maintaining, and repairing from time to time the several tramways hereby authorised.

Provisions as to streets, &c.

6. In making, forming, laying down, maintaining, and renewing the tramways by this Act authorised, or any of them, or any part or parts thereof, on any road or street of which the Board are the road authority, the Board shall be subject to the following regulations:

(1.) They shall give notice of their intended operations, specifying the time at which they will commence the same, and the portion of road or street on which they are to be executed, by notice inserted in a newspaper or newspapers published in Greenock seven days at least before the commencement of such operations:

(2.) The Board shall not alter the level of any road or street specified in and fixed by the book of levels referred to in the Act of 1865, or the level of any road or street fixed or to be fixed in terms of that Act:

(3.) The Board shall not open or break up at any one time a greater length than one hundred yards of any road or street which does not exceed a quarter of a mile in length,

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and in the case of any road or street exceeding a quarter of a mile in length the Board shall leave an interval of at least a quarter of a mile between any two places at which they may open or break up the road or street, and they shall not open or break up at any such place a greater length than one hundred yards:

(4.) When the Board shall have opened or broken up any portion of any road or street they shall with all convenient speed, and in all cases within four weeks at the most, complete the works on account of which they opened or broke up the same, and (subject to the formation, maintenance, and renewal of the tramway) fill in the ground and make good the surface and restore the portion of the road or street to as good condition as that in which it was before it was opened or broken up, and clear away all surplus paving or metalling, material, or rubbish occasioned thereby:

(5.) The Board shall at their own expense at all times maintain and keep in good condition and repair with proper and suitable materials so much of any road or street whereon any tramway belonging to them is laid as lies between the rails of the tramway and (where two tramways are laid by the Board on any road or street at a distance of not more than four feet from each other) the portion of the road between the tramways, and in every case so much of the road or street as extends eighteen inches beyond the rails of and on each side of any such tramway.

Time within which certain of the tramways to be constructed.

7. Whereas the following tramways, the construction whereof is authorised by this Act, viz. numbers 1, 1A, 2, 3, 3A, 4, 5, 5A, 8, and 9, will form part of the continuous through communication between Port Glasgow, Greenock, and Gourock, and will connect with the tramways proposed to be authorised by a Bill now pending in Parliament, intituled "A Bill to authorise the construction of "tramways from Glasgow to Paisley, Johnstone, and Govan, and "from Port Glasgow to Greenock and Gourock, and for other "purposes," (herein-after referred to as the Vale of Clyde Bill,) and it is requisite for the convenience of the public that in the event of the Vale of Clyde Bill passing into an Act, provision should be made for the completion of those tramways: Therefore, in the event of the Vale of Clyde Bill passing into a law in the present session, the Board shall construct and complete the tramways Nos. 1, 1A, 2, 3, 3A, 4, 5, 5A, 8, and 9, so that the same shall be opened for traffic within three years from the passing of this Act, if the tramways proposed to be authorised by the Vale of Clyde Bill

shall then have been completed and opened for traffic, or within one month after the same shall be so completed or opened for traffic, if such completion and opening shall take place after the expiration of the said three years, but in any case within seven years; and if the tramways aforesaid, or any of them, are not completed so as to be opened for public traffic within the period hereinbefore provided, the Board shall be liable to a penalty of ten pounds per week, to be recoverable as a debt due to the Vale of Clyde Tramway Company, for every week after such period until the same shall be completed; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Board were prevented from completing the tramways aforesaid by unforeseen accident, or circumstances beyond their control; but want of sufficient funds shall not be held to be a circumstance beyond the control of the Board.

Power to alter streets, &c.

8. Subject to the provisions of this Act, and during the construction or repair of the tramways, or any of them, the Board may from time to time in the parish of Greenock 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, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus.

Power to make additional crossing places, &c.

9. Subject to the provisions of this Act, the Board may from time to time make, maintain, alter, and remove in the parish of Greenock 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 Board connected with the undertaking.

Temporary tramways may be made when necessary.

10. Where by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this 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 Board 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 Board and

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

Period for completion of works.

11. If the tramways are not completed within seven years from the passing of this Act, then on the expiration of that period the powers by this Act granted to the Board 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.

12. If any omission, misstatement, 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 Board may apply to the sheriff for the correction thereof, after giving ten days notice to the owners of the lands affected by the proposed correction; and if it appears to the sheriff that the omission, misstatement, or erroneous description arose from mistake, he shall certify the same accordingly, stating the particulars of the omission, misstatement, or erroneous description, and such certificate shall be deposited with the principal sheriff clerk for the county of Renfrew, 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 Board may enter on, take, hold, and use those lands accordingly.

Power to take additional lands by agreement.

13. The Board may from time to time, for purposes of the undertaking, purchase by agreement any lands, in addition to lands which they are authorised to take by compulsion, and the Board may hold the same, not exceeding in the whole at one time ten acres.

Power to agree for easements, &c.

14. The Board may 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 easement, interest, 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, then 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 which purpose any such easement, interest, right, or privilege shall be deemed lands within the meaning of those Acts.

Extension of borrowing powers.

15. Section fifty-three of the Act of 1865, authorising the Board to borrow money for the purposes of that Act, shall be read and have effect as if the sum of one hundred and seventy thousand pounds were therein specified instead of the sum of one hundred and twenty thousand pounds, and the Board may apply for purposes of this Act the sum of fifty thousand pounds, part of the said sum of one hundred and seventy thousand pounds.

Application of money borrowed.

Priority of existing mortgages.

16. All mortgages and securities granted by the Board before the passing of this Act, and in force at the passing of this Act, shall during their respective continuance have priority over any mortgage or security granted by them under this Act.

Power to borrow on mortgage.

17. The Board may in addition to applying for the purposes of this Act the said sum of fifty thousand pounds authorised to be raised by them under the Act of 1865, as enlarged and extended by this Act, borrow for the purposes of this Act any sum not exceeding ten thousand pounds, and may make and grant mortgages and assignations of the property and works to be acquired and constructed by them under this Act, and of the tolls, rates, rents, and revenues to be levied and received by them thereunder in security of the payment of the money so borrowed, and interest thereon; and if after having borrowed the said sum or any part thereof the Board pay off the same, they may again borrow on the security aforesaid the amount so paid off, and so from time to time; and such mortgages and assignations, and the interest warrants or coupons to be delivered therewith, and the minutes of renewal and discharges of such mortgages, may be in the respective forms set forth in the schedule to this Act.

Sinking fund.

18. The Board shall for each of the first five years after the completion and opening for traffic of the tramways by this Act authorised set apart as a sinking fund a sum not less than one pound per centum per annum on the amount borrowed under this Act, and for every subsequent year a sum not less than two pounds per centum per annum, which sinking fund shall from time to time be applied by the Board to the redemption of mortgages or annuities, and not otherwise.

Power to borrow on cash credit.

19. The Board in the exercise of their borrowing powers under this Act may (in addition to their powers under the Act of 1865, as enlarged and extended by this Act) take from any bank or banking company credit on a cash account to be opened and kept with such bank or banking company in the name of an officer to be appointed by the Board, according to usage of the bankers in Scotland, to the extent of the said sum of ten thousand pounds, and may make and grant mortgages and assignations as aforesaid in security of the

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payment of the amount of such credit, or of the sums advanced from time to time on such cash account, with interest thereon.

Application of money borrowed.

20. All money borrowed by the Board under this Act (including the sum of fifty thousand pounds in excess of the sum of one hundred and twenty thousand pounds authorised under the Act of 1865) shall be applied in payment of the costs, charges, and expenses incurred by the Board preliminary to, and of and incidental to, the preparing, applying for, obtaining, and passing of this Act, or otherwise in relation thereto, and in carrying this Act into execution, and not otherwise, but no part thereof shall be applied to any purpose to which capital is not properly applicable.

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

21. 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 trustees of any such road 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, 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 trustees of any such road may levy and recover in respect of horses and other motive power drawing or propelling carriages of any description used in the conveyance of goods or mineral 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 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 trustees in respect of passenger traffic upon any such tramway shall not at any time be higher than those which such trustees 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 nevertheless, that where two or more carriages, whether conveying passengers, goods, or mineral traffic, are drawn or propelled on the tramway in the same train, the horse or horses, or other motive power, drawing or propelling such train shall be chargeable with toll as if each such carriage were separately drawn or propelled by such horse or horses or other motive power, and that the weight of each carriage conveying goods or mineral traffic, including its loading,

shall be reckoned separately, such weight being ascertained from the books of the Board (to which the said trustees shall have access when necessary for that purpose), or in such other manner as the said trustees may find necessary: Provided also, that the Board or any company, person, or corporation lawfully using any of the tramways on the one part, and the trustees 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 trustees 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.

Application of revenue.

22. The Board shall apply all moneys from time to time received by them under the powers of this Act (not being money borrowed) in manner and order following, and not otherwise; (namely,)

First, in payment of the expenses of and incidental to the borrowing of moneys under this Act;

Secondly, in payment of the expenses of managing and maintaining the tramways;

Thirdly, in payment of the interest of money borrowed under this Act;

Fourthly, in payment of the sinking fund hereby directed to be set apart and invested;

Fifthly, in carrying the several powers and provisions of this Act into execution;

And may carry any balance thereof to the credit of the Board for their general purposes.

Separate account.

23. The Board shall keep a separate account of receipts and payments, credits and liabilities, under this Act (to be called the Greenock tramways account), and shall distinguish therein capital and revenue.

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

24. The Board may use on the tramways carriages with flange wheels, or wheels specially adapted to run on a grooved rail, and, subject to the provisions of this Act, they shall have the exclusive use of the tramways for carriages with flange wheels or other wheels specially adapted to run on a grooved rail. All carriages used on any tramway shall be moved by animal power only. No carriage used on a tramway shall extend beyond the outer edge of the wheels of such carriage more than six inches on each side.

Penalty for using tramways with carriages

25. If any person (except by agreement with the Board or under license from the Board of Trade, as by the Tramways Act, 1870, provided) uses a tramway with a vehicle having flange wheels or other

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with flange wheels, &c.

wheels specially adapted to run on the tramways, he shall for every such offence be liable to a penalty not exceeding twenty pounds.

Tolls for passengers.

26. The Board may demand and take for every passenger travelling upon any or either of the tramways, or any part or parts thereof respectively, including tolls for the use of the tramway and carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile), but the Board may charge for any less distance than three miles any sum not exceeding threepence: Provided always, that if at any time after five years from the opening for public traffic of any of the tramways by this Act authorised, it shall be represented in writing to the Board of Trade by twenty inhabitant ratepayers of the parish of Greenock that the Board are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable, the Board of Trade may (if they think fit) direct an inquiry into the truth of the representation; and if the truth of the representation is proved to their satisfaction, the Board of Trade may make an order in writing limiting the amount of the rates and fares to be thenceforth charged by the Board for the conveyance of passengers for distances not exceeding two miles to twopence, and the Board shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time, after making such order, revoke or modify the same for good cause shown to them.

Maximum rates for animals and goods.

27. The maximum rate of charge to be made by the Board for the conveyance of animals and goods on the tramways, including the tolls for the use of the tramways, and for waggons or trucks or motive power, and every other expense incidental to the conveyance, shall not exceed the following sums per mile; (that is to say,)

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

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

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

Tolls for goods.

For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton not exceeding tenpence:

For all iron, ironstone, iron ore, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, bricks, slag, and stone, stones for building, pitching, and paving,

tiles, slates, and clay (except fireclay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, per ton not exceeding tenpence:

For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton not exceeding one shilling:

For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton not exceeding one shilling and threepence:

For every carriage of whatever description, not exceeding two shillings.

Regulations as to tolls.

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

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

Fractional parts of a ton.

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

General weight.

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

Weight of stone and timber.

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

Tolls for small parcels and single articles of great weight.

29. With respect to small parcels not exceeding five hundred pounds in weight, and single articles of great weight, notwithstanding the rates prescribed by this Act, the Board may demand and take any tolls not exceeding the following; (that is to say,)

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

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

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

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

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

For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight, the Board may demand any sum which they think fit.

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Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the carriage of single parcels of great weight:

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

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

Carriage of luggage, goods, &c.

30. A passenger on a tramway may take with him his personal luggage not exceeding twenty-eight pounds in weight, without any charge being made for carriage thereof, but the Board shall not be bound to carry, unless they think fit, any parcel, goods, articles, or things, other than passengers luggage, not exceeding the weight aforesaid.

Proof of bye-laws.

31. The production of a written or printed copy of any byelaws made under the authority of this Act, authenticated by the signature of the sheriff, shall without proof of the signature of the sheriff be primâ facie evidence of the existence of such byelaws, and of all preliminaries requisite to the making and operation thereof having been duly observed and fulfilled.

Form and delivery of notices.

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

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

Power to agree for working, &c of tramways.

33. The Board on the one hand, and any Company incorporated or to be incorporated for constructing tramways in or near the town of Greenock, or any local authorities or other parties authorised to do so, or any road authority within the town of Greenock, 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,)

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 Board, 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.

Tolls on traffic conveyed partly on the tramways and partly on other tramways.

34. During the continuance of any agreement to be entered into under the provisions of this Act for the use of the tramways by any company with whom any such agreement may be entered into, the tramways of the Board and of any such company shall, for the purposes of tolls and charges, be considered as one tramway; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the tramways and partly on the tramways of any such company for a less distance than three miles, tolls and charges may only be charged as for three miles; and in respect of passengers, for every mile or fraction of a mile beyond three miles, tolls and charges as for one mile only; and in respect of animals and goods, for every quarter of a mile or fraction of a quarter of a mile beyond three miles, tolls and charges as for a quarter of a mile only; and no other short-distance charge shall be made for the conveyance of passengers, animals, or goods partly on the tramways and partly on the tramways of any such company.

Power to use tramways.

35. All persons, corporations, and companies lawfully using any tramway communicating with any of the tramways authorised by this Act, and the trustees of any road upon which any of such tramways are laid, may use the tramways, or any of them, authorised by this Act, with carriages having flange wheels or other wheels specially adapted to run thereon, upon payment of such tolls or other consideration for the use of such tramways, and under such

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regulations and upon such other terms and conditions as may be agreed on between them and the Board or their lessees; or, failing such agreement, as shall from time to time be fixed and determined by the Board of Trade on the application of either of the said parties.

Provision for leasing of tramways.

36. Section nineteen of the Tramways Act, 1870, (relating to the leasing of tramways,) shall apply to the tramways as if they were authorised by a provisional order under that Act, for which purpose the Board shall be deemed a local authority within that section; but the application of that section shall not interfere with the power of the Board under this Act to work and use the tramways, and to demand and take tolls and charges in respect thereof.

Reservation of right of public to use streets.

37. Nothing in this Act shall take away or abridge the right of the public to pass along or across every or any part of any road along or across which a tramway is laid, whether on or off the tramway, with carriages not having flange wheels or other wheels specially adapted to run on a grooved rail.

Expenses of Act.

38. The costs, charges, and expenses preliminary to, and of and incidental to, the preparing, applying for, obtaining, and passing of this Act, shall be paid by the Board.

The SCHEDULE.

Greenock Street Tramways Act, 1871.

Mortgage No. £

By virtue of "The Greenock Street Tramways Act, 1871," the Board of Police of Greenock, in consideration of the sum of pounds sterling paid to them by do hereby bind themselves to pay to the said , executors, administrators, or assigns, the principal sum of pounds, at the principal office of the Board, on the day of eighteen hundred and , with a fifth part more of liquidate penalty in case of failure, together with interest on the said principal sum, at the rate of per centum per annum, payable half-yearly (as per coupons or interest warrants delivered herewith), or in the option of the said or foresaids, the said principal sum shall thereafter, in virtue thereof, remain as a loan to the said Board until the expiry of a further term of years to be afterwards agreed on; or the said principal sum shall be payable at the dates and subject to the provisions contained in the said Acts, in the same manner as if the said sum had been advanced on the day of payment above specified, without any period being fixed for the repayment thereof.

In witness whereof these presents, written (so far as not printed) by

are sealed with the common seal of the said Board of Police, and subscribed by us, two of the members of the Board, at Greenock, the day of eighteen hundred and before these witnesses,

} Members of the Board.

All transfers must be registered at the Board's Office within thirty days after their date, if executed within the United Kingdom, or otherwise within thirty days after their arrival in the United Kingdom.

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Form of Interest Warrant.

Greenock Street Tramways Act, 1871.

Mortgage No.

Dated , 18 .

Interest Warrant.

For pounds shillings
and pence.

	£		
Less income tax - -		,,	,,
		,,	,,
	£		

Treasurer.

Member of the Board of Police.

Payable on 15th May 18 at the

Form of Minute of Renewal, No. 1.

18 . It has been mutually stipulated and agreed upon that the repayment of the principal sum contained in the within mortgage shall be postponed, and the same shall not be due and exigible until the day of eighteen hundred and and that interest shall become due on the said principal sum to the date last mentioned, at the rate of per centum per annum, and shall be paid half-yearly on presentation of the respective coupons or interest warrants in number issued herewith.

(Signature of bondholder.)

Member of Board.
Member of Board.

Form of Minute of Renewal, No. 2.

18 . It has been mutually stipulated and agreed upon that the repayment of the principal sum contained in the within mortgage shall be postponed, and the same shall not be due and exigible until the day of eighteen hundred and and that interest shall become due on the said principal sum to the date last mentioned, at the rate of per centum per annum, and shall be paid half-yearly on presentation of the respective coupons or interest warrants in number issued herewith.

(Signature of bondholder.)

Member of Board.
Member of Board.

Form of Minute of Renewal, No. 3.

18 . It has been mutually stipulated and agreed upon that the repayment of the principal sum contained in the within mortgage shall be postponed, and the same shall not be due and exigible until the day of eighteen hundred and and that interest shall become due on the said principal sum to the date last mentioned, at the rate of per centum per annum, and shall be paid half-yearly on presentation of the respective coupons or interest warrants in number issued herewith.

(Signature of bondholder.)

Member of Board.
Member of Board.

Form of Discharge.

Received from the Board of Police of Greenock the within sum of pounds sterling, which sum, with all interest due thereon, is hereby discharged.

Dated at , the day of 18 .

LONDON : Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1871.