CHAPTER clviii.

An Act to enable the lord mayor aldermen and citizens of the city and county of Newcastle-upon-Tyne to construct and work additional tramways in the urban districts of Longbenton and Weetslade to raise further money and for other purposes. [7th August 1914.]

A.D. 1914.

WHEREAS the city and county of Newcastle-upon-Tyne (in this Act called "the city") is subject to the Acts relating to municipal corporations and the lord mayor aldermen and citizens of the city (in this Act called "the Corporation") acting by the council are the urban sanitary authority for the district thereof:

And whereas the several local Acts and Provisional Orders or parts thereof mentioned in the schedule to this Act are in force within the city which Acts and Orders are in this Act referred to collectively as "the former Acts" and each of them separately as an Act or Order of the year in which the same was passed or made the Newcastle-upon-Tyne Improvement Act 1882 being referred to as "the Improvement Act of 1882": 45 & 46 Vict. c. clxxii.

And whereas under powers of certain of the former Acts the Corporation have constructed and are working tramways both within and without the city and it is expedient that the Corporation should be empowered to construct further tramways as by this Act authorised:

And whereas it is expedient that provisions should be made as in this Act contained with respect to the provision and use by the Corporation of motor omnibuses:

A.D. 1914.

And whereas it is expedient that the Corporation should be authorised to make the street works in this Act described and to exercise in relation thereto the powers by this Act conferred:

And whereas it is expedient that further borrowing powers be conferred on the Corporation for the purposes of this Act and that other financial provisions as in this Act contained should be made:

And whereas it is expedient that the other provisions in this Act contained should be sanctioned:

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

And whereas estimates have been prepared by the Corporation of the cost of constructing the tramways and street works by this Act authorised (including the amount necessary for the purchase of such of the lands as are required to be purchased therefor) and such estimates are as follows:—

For the construction of the tramways forty-five thousand six hundred and seventy-one pounds;

For equipment of the tramways eleven thousand nine hundred pounds;

For street works five thousand three hundred and eight pounds:

And whereas the several works included in such estimates respectively are permanent works and it is expedient that the cost thereof should be spread over a term of years:

And whereas in relation to the promotion of the Bill for this Act the requirements of the Borough Funds Acts 1872 and 1903 have been observed and the approval of the Local Government Board has been obtained:

And whereas plans and sections showing the lines situation and levels of the tramways and street works by this Act authorised and plans showing the lands which may be acquired under the powers of this Act and a book of reference to those plans containing the names of the owners or reputed owners lessees or reputed lessees and of the occupiers of and describing such lands have been deposited with the clerk of the peace for the county of Northumberland and the clerk of

the peace for the city and county of Newcastle-upon-Tyne and are in this Act referred to as the deposited plans sections and book of reference:

May it therefore please Your Majesty that it may be enacted and be it enacted by the King'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 (that is to say):—

Short and collective titles.

1. This Act may be cited as the Newcastle-upon-Tyne Corporation Act 1914 and this Act and the former Acts may be cited as the Newcastle-upon-Tyne Improvement Acts 1837 to 1914.

Incorporation of general Acts.

2. The Lands Clauses Acts (except section 127 of the Lands Clauses Consolidation Act 1845) and section 3 (Interpretation of terms) section 19 (Local authority may lease or take tolls) and Parts II. and III. of the Tramways Act 1870 so far as the same are respectively applicable for the purposes of and not varied by or inconsistent with this Act are hereby incorporated with this Act.

Interpretation.

3. In this Act unless otherwise expressly provided or the context otherwise requires—

Terms to which meanings are assigned by any Act wholly or partially incorporated with this Act have the same respective meanings unless there be something in the subject or context repugnant to such construction:

"The tramways" means the tramways authorised by this Act;

"The Corporation tramways" includes the tramways and all tramways and tramroads for the time being belonging to or leased or worked by the Corporation;

"Mechanical power" includes electric and every other motive power not being animal power;

"Street works" means the street works and works connected therewith by this Act authorised;

"The city" means the city and county of Newcastle-upon-Tyne;

"The Corporation" means the lord mayor aldermen and citizens of the city;

A.D. 1914.

"The council" means the council of the city;

"The Public Health Acts" means the Public Health Act 1875 and any Act or Acts amending the same;

"The city fund" and "the city rate" mean respectively the city fund and the city rate of the city;

"Tramway revenue" means all revenue of the Corporation tramways.

Power to make tramways.

4. Subject to the provisions of this Act the Corporation may lay down use and maintain in the lines and situations and according to the levels shown on the deposited plans and sections and in all respects in accordance with those plans and sections the tramways hereinafter described with all necessary and proper works appliances apparatus and conveniences connected therewith or for making working and using the same respectively.

The following are the tramways hereinbefore referred to and authorised by this Act:—

Tramway No. 1 A single line with passing places 3 miles 1 furlong 4·7 chains or thereabouts in length commencing in the parish and urban district of Longbenton by a junction with the existing Chillingham Road tramway of the Corporation at the termination of that tramway at the point where the boundary between the city and county of Newcastle-upon-Tyne and the said urban district crosses the junction of Chillingham Road aforesaid with the Benton and Whitley main road and terminating in the Great Lime Road in the parish and urban district of Weetslade at a point 0·30 chain or thereabouts northward of the junction of that road with Sandy Lane:

Tramway No. 1A A tramway siding partly a single and partly a double line 8 chains or thereabouts in length wholly in the parish and urban district of Longbenton commencing by a junction with the said Tramway No. 1 in the Great Lime Road at a point 1·5 chains or thereabouts east of Salters Lane and terminating in that lane at a point 6·75 chains or thereabouts south-west of the intersection of Salters Lane with the Great Lime Road:

Tramway No. 2 A single line with passing places 1 mile 1 furlong 7·3 chains or thereabouts in length wholly in

the said parish and urban district of Longbenton commencing by a junction with the said Tramway No. 1 at the junction of the said Benton and Whitley main road with the road leading from South Gosforth to Longbenton and with Benton Lane and terminating at a point in Station Road 1·20 chains or thereabouts northward from the junction of Benton View with Station Road aforesaid:

Provided that notwithstanding anything shown on the deposited plans and sections in the event of the lands coloured green on the plan marked "C" signed by Sir John Nicholson Barran Baronet the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred (of which plan one copy has been deposited in the Parliament Office of the House of Lords and another copy in the Private Bill Office of the House of Commons) being thrown into and forming part of Benton Lane so much of the Tramway No. 1 by this Act authorised as lies between the points marked "A" and "B" on the said plan marked "C" shall be constructed in the line indicated by red colour on that plan instead of in the line shown upon the deposited plans:

Provided further that if the North Eastern Railway Company shall within five years from the passing of this Act construct the bridge and the approaches thereto at Forest Hall Station in connection with the widening and alteration of the Newcastle and Berwick Railway authorised by the North Eastern Railway Act 1914 the powers of the Corporation to maintain and work so much of Tramway No. 2 as is situate within sixty yards of its northern termination shall cease and any portion of the said tramway within the said sixty yards shall be taken up and removed.

Widening of carriageway of portion of Great Lime Road.

5. So much of Tramway No. 1 as lies to the northward of the junction with Tramway No. 1A shall not be constructed until the Corporation shall have extended the width of the metalled part of the Great Lime Road between Salters Lane and a point two hundred yards northward of the East Lodge entrance to Gosforth Park so as to provide (except in the case of the passing places shown on the deposited plans) such space on the eastern side of that road as the Board of Trade may approve as being required for the free passage of vehicles between the eastern rail of the said Tramway No. 1 and the

A.D. 1914.

margin of the metalled portion of the road and for that purpose the Corporation may utilise the roadside wastes on the eastern side of the road But the Corporation shall not under section 16 of the Act of 1904 lay down double or interlacing line in place of single line on the said part of Tramway No. 1 until they shall have further widened the said road at their own expense so as to allow to the satisfaction of the Board of Trade such free passage of vehicles.

Gauge of tramways.

6. The tramways shall be constructed on a gauge of four feet eight and a half inches and carriages or trucks adapted to run on railways shall not be used thereon.

Period for completion of tramways.

7. If the tramways shall not be completed and opened for public traffic within five years from the passing of this Act then on the expiration of that period the powers by this Act granted for constructing the same or otherwise in relation thereto shall cease except as to such tramways or so much thereof as shall then be completed.

Tramways to form part of tramway undertaking of Corporation.

8. Subject to the provisions of this Act the tramways shall for all purposes be deemed to form part of the tramway undertaking of the Corporation and of the Corporation tramways.

Inspection by Board of Trade.

9. No part of the tramways shall be opened for public traffic until it has been inspected and certified to be fit for such traffic by the Board of Trade.

Incorporation of certain sections of former Acts relative to tramways &c.

10. The following sections of the following Acts (that is to say) :—

Of the Act of 1877—

Section 15 (Traffic upon tramways);

Section 16 (Corporation may use tramways for sanitary purposes &c.);

Section 18 (Tolls for animals goods &c.);

Section 19 (Regulations as to tolls);

Section 20 (Limitation of tolls in case of demise);

Section 26 (Lessees not to be bound to carry goods &c. unless as provided herein); and

Section 27 (Provisions as to carriage of goods &c.):

Of the Improvement Act of 1882—

Section 22 (Byelaws as to tramways);

Section 23 (Penalty for not maintaining rails and road in good condition);

Section 24 (Application of road materials excavated in construction of works);

Section 25 (Provisions as to construction of tramways);

Section 26 (As to rails of tramways):

Section 28 (Passengers' luggage); and

Section 29 (Penalties under the tramway provisions):

Of the Act of 1899—

Section 13 (Temporary tramways);

Section 14 (Junctions with tramways which can be worked in connection with Corporation tramways);

Section 19 (Provisions as to motive power);

Section 20 (Special provisions as to use of electrical power);

Section 25 (Powers of sale working &c.);

Section 26 (Powers as to supply of electric energy);

Section 27 (Power to Corporation to work tramways); and

Section 29 (As to fares on Sundays or holidays):

Of the Act of 1902—

Section 12 (Rates for passengers);

Section 13 (Periodical revision of rates and charges);

Section 20 (Power to construct and provide appliances);

Section 22 (Cheap fares for labouring classes);

Section 23 (Payment of tolls);

Section 25 (Local authority to have access to sewers); and

Section 35 (Penalty for malicious damage):

Of the Act of 1904—

Section 14 (Corporation may reduce width of footway for constructing tramway);

Section 16 (Power to lay down double or interlacing lines in place of single lines and vice versâ); and

Section 17 (Crossovers to be constructed in certain cases):

A.D. 1914.

Of the Act of 1911—

Section 13 (Power to make additional crossings &c.);

Section 21 (For protection of Post Office telegraph lines); and

Section 22 (Use of tramway posts by Postmaster-General);

shall so far as the same are applicable in that behalf and are not inconsistent with the provisions of this Act extend and apply mutatis mutandis to and in relation to the tramways:

Provided that the tramways shall be used only for the carriage of passengers and their luggage.

As to erection of posts &c. on carriageway.

11. No post or other apparatus for working the tramways shall be erected on the carriageway of any street or road except with the consent of the Board of Trade.

Use of posts for advertisements.

12.—(1) The Corporation shall not exhibit or permit the exhibition of advertisements in respect of which a payment is made to the Corporation on any posts or standards of the Corporation erected in any street other than advertisements relating to the service of tramcars or omnibuses.

(2) In case of any contravention of the provisions of this section the Corporation shall be liable to a penalty not exceeding five pounds.

Mechanical power works to be subject to sections 30 and 33 of Tramways Act 1870.

13. All works to be executed by the Corporation in any road for working the tramways by mechanical power shall be deemed to be works of a tramway subject in all respects to the provisions of section 30 and section 33 of the Tramways Act 1870 as if they had been therein expressly mentioned and in construing those sections for the purposes of this section the word "wires" shall include electric lines as defined by the Electric Lighting Act 1882.

Where mains &c. require alteration owning company may do the work.

14. Any company authorised by special Act or Provisional Order to supply gas water or electrical energy to whom the Corporation shall have given notice under section 30 of the Tramways Act 1870 for the purposes of this Act may if they so elect and within seven days from the receipt of such notice from the Corporation give written notice thereof to the Corporation themselves execute all such alterations to their mains pipes tubes

wires or apparatus as may be necessary and the reasonable costs of executing such alterations shall be repaid by the Corporation to such company Provided always that such alterations shall be carried out to the reasonable satisfaction of the engineer of the Corporation and any dispute arising under this section shall be settled in manner provided by section 33 of the Tramways Act 1870.

Provision as to general Tramway Acts.

15. Nothing in this Act contained shall exempt the Corporation or the tramways from the provisions of any general Act relating to tramways passed before or after the passing of this Act or from any future revision or alteration under the authority of Parliament of the maximum fares rates or charges authorised by this Act.

Power to execute street work.

16. Subject to the provisions of this Act the Corporation may in the parish of Longbenton in the line and situation shown on the deposited plans and according to the levels shown on the deposited sections make the following street work :—

An alteration and lowering of the levels of Station Road between points respectively $2\frac{1}{4}$ chains and 11 chains or thereabouts measured along that road in a southerly direction from a point opposite the southern side of Midhurst Road.

Power to make general works.

17. Subject to the provisions of this Act the Corporation may within the limits of deviation shown on the deposited plans make and maintain all such approaches retaining walls piers abutments embankments girders piling cantilevers bridges arches sewers drains goits culverts and excavations and other works and conveniences connected with the tramways as they may deem necessary and may make all or any such works as aforesaid which they may deem necessary in connection with the execution of the street works by this Act authorised.

Power of deviation.

18. In constructing the street works by this Act authorised the Corporation may deviate from the centre line shown on the deposited plans to the extent of the limits of deviation marked thereon and may deviate vertically from the levels shown on the deposited sections to any extent not exceeding four feet.

Incorporation of section 13 of

19. Section 13 (Power to alter pipes &c.) of the Improvement Act of 1882 shall so far as the same is applicable and is not

A.D. 1914.

Improvement Act of 1882.

inconsistent with the provisions of this Act extend and apply mutatis mutandis to and in relation to the construction and maintenance of the street works by this Act authorised and the tramways.

Temporary stoppage of streets.

20. The Corporation may during the execution and for the purposes of any works by this Act authorised with the consent of the local and road authority having jurisdiction over the street or road to be stopped up from time to time close any street for public traffic and may for any reasonable time prevent all persons from passing along and using the same other than foot passengers bonâ fide going to or returning from any house in the street or the officers or servants of any gas or water company or company supplying electrical energy requiring to pass along enter upon or break up the same for the purposes of their undertaking The Corporation shall provide reasonable access for foot-passengers bonâ fide going to or returning from such houses The Corporation shall at all times during the execution of any such works maintain a reasonably sufficient access both for vehicular and pedestrian traffic to the stations of the North Eastern Railway Company.

Power to make subsidiary works.

21.—(1) Subject to the provisions of this Act and within the limits of deviation defined on the deposited plans the Corporation in connection with the street works by this Act authorised and for the purposes thereof may make junctions and communications with any existing streets or roads which may be interfered with by or be contiguous to the said works and may for the purpose of any of the works by this Act authorised alter or interfere with any vault arch steps cellar area or railing under or adjoining any roadway or footway and may alter and divert either permanently or temporarily any pipes wires and apparatus and may make alterations of the lines or levels of any existing streets or roads for the purpose of connecting the same with the said street works or otherwise Provided always that the parties interested in any lands houses or other property injuriously affected by any such interference or alteration shall be entitled to full compensation for all damage sustained by them or any of them:

Provided also that nothing in this section shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Acts 1882 to 1909 to which the provisions of section 15 of the Electric Lighting

Act 1882 apply except in accordance with and subject to the provisions of that section.

(2) The powers given by this section shall not be exercised except with the consent of the local or road authority having jurisdiction over such street or road.

As to vesting and repair of altered road.

22. The part of Station Road in the parish of Longbenton by this Act authorised to be altered shall when altered and completed form part of Station Road and shall vest in the authority in whom the same was vested previously to the passing of this Act and shall be maintained and repaired by the authority charged with the maintenance of that road.

Agreements as to widening of streets.

23. It shall be lawful for the Corporation on the one hand and any local or road authority body company or person on the other hand to enter into and carry into effect agreements with respect to the widening or alteration of any street or road or any part or parts thereof in connection with the tramways.

Any such agreement between the Corporation and any local or road authority shall be deemed to be entered into by such local or road authority for the purposes of the public Acts under which such authority have jurisdiction and any expenses incurred by such authority in relation to such agreement shall be deemed to be expenses incurred for the purposes of those Acts.

For protection of Northumberland County Council.

24. For the protection of the county council of Northumberland (in this section referred to as "the county council") the following provisions shall unless otherwise agreed in writing between the Corporation and the county council have effect (that is to say):—

(1) In this section the expression "the signed plans" means the plans marked respectively "A" and "B" signed by Sir John Nicholson Barran Baronet the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred of which one copy has been deposited in the Parliament Office of the House of Lords and another copy in the Private Bill Office of the House of Commons The expression "the main road" means the Benton and Whitley main road;

A.D. 1914.

(2) Before commencing the construction of any portion of the Tramways No. 1 and No. 2 by this Act authorised which may be situate in the main road the Corporation shall at their own expense—

(*a*) Purchase and convey or cause to be purchased and conveyed to the county council free of any costs charges or expenses whatsoever the lands coloured pink on the signed plans;

(*b*) Remove all hedges fences walls and gates upon or adjoining the said lands coloured pink on the signed plans which it may be reasonably necessary to remove for the purpose of the widening of the main road to be carried out by the county council as hereinafter provided or for the purpose of defining the altered line of the main road as hereinafter provided and erect in lieu thereof all proper and sufficient fences gates and walls which may be reasonably required for the widened portions of the main road;

(*c*) Excavate so far as may be reasonably necessary the lands marked No. 1 and No. 2 on plan "B" of the signed plans for the purposes of the widened carriageway and any footpath to be provided on such lands in connection with the widening of the main road as hereinafter provided;

(*d*) Remove all telegraph poles situate upon or adjoining the lands marked No. 3 on plan "B" of the signed plans which it may be reasonably necessary to remove for the purpose of the widening of the main road as hereinafter provided;

(*e*) Pay to the county council the sum of four hundred and ninety pounds as a contribution to the costs and expenses to be incurred by the county council in pursuance of subsection (3) hereof:

(3) As soon as reasonably practicable after the Corporation have complied with the provisions of subsection (2) hereof the county council shall widen the main road by throwing into the same the said lands to be conveyed to the county council under the provisions

of subsection (2) (*a*) hereof and form make up metal pave channel kerb and otherwise complete the same together with an adequate footpath:

(4) When the main road shall have been so widened the portions of the main road coloured blue on plan "A" shall be and are hereby vested in the owner of the lands abutting on those portions of the main road and all public rights over such portions shall cease to exist or be exerciseable:

(5) In the event of the Corporation acquiring the lands coloured green on plan "A" they shall convey the same to the county council free of any costs charges or expenses whatsoever and the county council shall thereupon throw the said lands into the main road and shall form make up metal pave channel kerb and otherwise complete the same:

On such completion the portion of the main road coloured yellow on plan "A" shall be and is hereby vested in the owner of the lands abutting upon that portion of the main road and all public rights over such portion shall cease to exist or to be exerciseable:

(6) The county council shall as soon as reasonably practicable after the lands coloured pink have been conveyed to them also acquire at their own expense the lands shown in neutral tint on plan "B" and execute all such works as shall be reasonably necessary for widening the said main road by throwing into the same those lands and for forming making up metalling paving channelling kerbing and otherwise completing a widened carriageway and footpath on such lands and after the completion of such works the Corporation shall pay to the county council a sum equal to one-half of the expenses reasonably incurred by the county council in executing such works after deducting any contribution made by the road board towards such expenses:

For the purpose of enabling the Corporation to decide as to the reasonableness of any works proposed to be executed under this subsection the surveyor

A.D. 1914.

for the time being of the county council shall not less than twenty-eight days before commencing any such works submit to the city engineer for the time being of the Corporation plans sections and specifications showing the character of such proposed works and giving all necessary particulars in relation thereto :

(7) The said Tramways Nos. 1 and 2 so far as the same are to be constructed on the main road shall be constructed on the lines shown in blue on the signed plans and not on the lines as shown on the deposited plans :

(8) The Corporation shall also at their own expense pave and at all times keep paved with good hard whin or granite setts on a suitable concrete foundation to the reasonable satisfaction of the surveyor to the county council the parts of the main road on which Tramways Nos. 1 and 2 are to be constructed for a width of one foot six inches on either side of the tramlines and maintain and keep the same in good condition and repair :

(9)—(*a*) If and so long as the Corporation run motor omnibuses along the main road or any other main road or roads in the Longbenton Urban District now or hereafter wholly repairable by the county council or towards the cost of the maintenance and repair of which road or roads the county council now are or hereafter shall be under statutory obligation to make an annual payment the Corporation shall pay to the county council in every year towards such repair or costs as the case may be a sum equal to three-eighths of a penny per car mile run by such motor omnibuses upon such roads during such year Provided that notwithstanding anything in this subsection contained the Corporation shall not be under any obligation to make any such payment in respect of the cost of the maintenance and repair of any road not being a main road but towards the cost of the maintenance and repair of which the county council may contribute although not under statutory obligation so to do :

(*b*) The Corporation shall keep statements for the purposes of this section showing in proper detail the mileage run by each motor omnibus on such roads and shall furnish copies of such statements annually to the county council and the Corporation shall allow any person duly authorised by the county council in that behalf at all reasonable times to inspect and take copies of all such statements and any accounts kept by the Corporation relating to the running of all such motor omnibuses:

(*c*) In consideration of the payments to be made by the Corporation to the county council under this subsection the county council shall not under section 23 of the Highways and Locomotives (Amendment) Act 1878 as amended by section 12 of the Locomotives Act 1898 or otherwise make any claim against the Corporation in respect of extraordinary traffic by reason of the user of any such road as aforesaid by the motor omnibuses of the Corporation by this Act authorised and in respect of which user the aforesaid payments are made:

(10) If any difference shall arise between the Corporation and the county council or their surveyor under the provisions of this section the matter in difference shall be referred to and settled by a single arbitrator to be appointed unless otherwise agreed by the President of the Institution of Civil Engineers on the application of either party and subject thereto the provisions of the Arbitration Act 1889 or any then subsisting statutory modification or re-enactment thereof shall apply to any such reference.

For protection of Longbenton Urban District Council.

25. For the protection of the Longbenton Urban District Council (hereinafter called "the council") the following provisions shall unless otherwise agreed in writing between the Corporation and the council have effect (that is to say):—

(1) The Corporation shall within a reasonable time after the passing of this Act proceed at their own expense to lay down and equip and shall open for public traffic within two years from the passing of this Act so much of Tramway No. 1 and Tramway No. 2 as may be necessary to effect a means of communication by

A.D. 1914.

tramway viâ Chillingham Road between the city and Forest Hall in the urban district of Longbenton (hereinafter referred to as "the district"):

(2) Section 43 of the Tramways Act 1870 shall extend and apply to so much of the tramways as is within the district Provided that the said section shall for the purposes of this section be read and construed as though in the case of each tramway the words "forty-" two years from the date of the opening for public "traffic of that tramway" were substituted in the said section 43 for the words "twenty-one years from "the time when such promoters were empowered to "construct such tramway":

(3) The Corporation shall charge on the tramways or between the city and the terminus of Tramway No. 2 fares not exceeding the following:—

To or from the Central Railway Station in the city from or to the terminus of Tramway No. 2 -	Threepence halfpenny.
To or from the south end of Northumberland Street in the city from or to the said terminus of Tramway No. 2 - - -	Threepence.
To or from the commencement of Tramway No. 1 from or to the terminus of Tramway No. 2 - - -	Three halfpence.
To or from the commencement of Tramway No. 1 from or to the junction of the Benton and Whitley main road with Station Road - -	One penny.
To or from the commencement of Tramway No. 2 from or to the termination of that tramway - - -	One penny.

To or from a point in Station Road Forest Hall opposite the Benton Railway Station of the North Eastern Railway Company from or to the termination of Tramway No. 2 - One halfpenny:

The Corporation shall also issue return tickets from and to the Newcastle Central Railway Station to and from Forest Hall at a fare not exceeding sixpence for the outgoing and return journey which tickets shall be available for use on the day of issue by the Chillingham Road route of the Corporation tramways:

Provided that in the event of either the charging of such reduced fares disclosing an actual loss upon the working of the said tramways and the omnibuses in the district in respect of any period of twelve months commencing on the first day of April in any year or of the tramway revenue of the Corporation in respect of their whole system of tramways and omnibuses being insufficient to meet all the expenditure in connection therewith it shall be lawful for the Corporation after not less than two months' previous notice in writing to the council to increase the said fares to such an amount as they may think fit not exceeding the maximum amount which the Corporation may now or hereafter be authorised to charge Provided also that the provisions of this subsection shall not in any way restrict or otherwise affect the powers conferred upon the Corporation by the section of this Act of which the marginal note is "Power to reserve cars for special purposes":

(4) The Corporation shall to the extent required by the Tramways Act 1870 pave the roads in which the said tramways or any of them are laid within the district with good hard whin or granite setts:

(5) Whenever it shall become necessary to remove snow which impedes the tramway traffic in the district the Corporation shall remove the snow from the tramway track and from a space of eighteen inches beyond the outer rails of the tramway on each side

A.D. 1914.

thereof but shall not without the consent of the surveyor of the council use salt or chemicals for the purpose:

(6) No refuse from ashpits or other refuse shall be brought by means of the tramways into the said district of the council from the city without the consent in writing of the council under the hand of their clerk:

(7) All paving metalling material and other substances excavated by the Corporation in the construction of their works from any road under the jurisdiction of the council may be used by the Corporation in connection with the laying of so much of the tramways and the execution by the Corporation of such of the works to be carried out by the Corporation in connection therewith as are within the district and any surplus paving metalling or material not so used shall belong to the council and be delivered by the Corporation to them at such place or places as the council may direct:

(8) The council shall not be liable for any damage to the tramways or to any passenger thereon or to the electric equipment thereof or to any car or other vehicle caused by or arising from or by reason of the failure of any sewer of the council over or alongside of or near to which the said tramways may be constructed unless such damage is caused by neglect or negligence on the part of the council or their contractors or agents or the servants of any of them:

(9) In addition to the obligation imposed by subsection (1) of this section the Corporation shall also within the said period of two years from the passing of this Act provide such a service of omnibuses to the remaining centres of population in the district as the circumstances may seem to the Corporation to warrant and in considering the needs of any part of the district the Corporation shall have regard to any representations which may from time to time be made by the council:

(10)—(*a*) In respect of those roads maintainable or repairable by the council upon which motor omnibuses may be run by the Corporation there shall be paid

by the Corporation to the council half-yearly within one month after the twenty-eighth day of February and within the like period after the twenty-eighth day of August upon the certificate of the general manager for the time being of the Corporation tramways or other person from time to time appointed by the Corporation for that purpose a sum calculated at the rate of three-eighths of a penny for every car mile run by any such omnibus over such roads during the preceding half-year ending on the twenty-eighth day of February or the twenty-eighth day of August as the case may be and the council shall at all times maintain and keep such roads in a fit and proper condition for such motor omnibus traffic:

(*b*) The said certificate to be furnished under the provisions of the last preceding subsection (*a*) shall state the number of such motor omnibuses and the number of miles travelled by each motor omnibus together with particulars of the routes traversed upon such roads and the Corporation shall if required by the council produce to the council or to any official of the council duly authorised in that behalf all papers books and documents in the possession or under the control of the Corporation and afford all reasonable and necessary assistance to enable the figures contained in any such certificate to be verified and the council shall be entitled to take copies of or extracts from such papers books and documents:

(11) In the event of any dispute or difference arising between the Corporation and the council under the provisions of this section the same shall be referred to and determined by an arbitrator to be agreed upon between the parties or failing agreement to be appointed on the application of either party after notice to the other by the President of the Institution of Civil Engineers and the provisions of the Arbitration Act 1889 or any statutory modification or re-enactment thereof shall (subject as hereinafter provided) apply to the reference Provided that in the case of any arbitration in respect of any dispute or difference arising under the provisions of the last

A.D. 1914.

preceding subsection of this section the respective parties shall respectively pay their own costs of and incidental to such arbitration and the costs of the arbitrator of and incidental to any such arbitration and to the preparation and making of his award shall be paid by the said parties in equal shares.

For protection of North Eastern Railway Company.

26. The provisions of section 17 (For protection of North Eastern Railway Company as to tramways) of the Act of 1911 shall extend and apply to and in relation to the tramways by this Act authorised as if those tramways had been authorised by the Act of 1911 Provided as follows:—

(1) All works of the Corporation under this Act so far as they affect any bridge of the North Eastern Railway Company shall be constructed only in accordance with plans sections and specifications to be submitted to the principal engineer of the North Eastern Railway Company not less than twenty-one days before the commencement of the works and to be reasonably approved by him but if the said principal engineer shall fail to approve or disapprove the said plans sections and specifications for the space of twenty-one days after the same shall have been submitted to him he shall be deemed to have approved thereof:

(2) In the construction and maintenance of Tramway No. 1 the Corporation shall not injure the cables of the North Eastern Railway Company laid in the tramroad of the Tyneside Tramways and Tramroads Company and shall not in the construction maintenance and user of the said Tramway No. 1 cause unnecessary interference with such cables and in the event of any such injury or unnecessary interference being occasioned shall pay to the North Eastern Railway Company reasonable compensation therefor.

For protection of Tyneside Tramways and Tramroads Company.

27. For the protection of the Tyneside Tramways and Tramroads Company (in this section referred to as "the company") the following provisions shall unless otherwise agreed between the Corporation and the company have effect (that is to say):—

(1) Tramway No. 1 where it will cross the tramroad of the company on the level in the Benton and Whitley

main road and all works in connection therewith for a distance of six feet on either side of the said tramroad shall be constructed by the Corporation at their cost in accordance with plans sections and specifications to be reasonably approved of by and to the reasonable satisfaction of the engineer for the time being of the company Provided that if within fourteen days after the delivery of any such plan section and specification to the said engineer he shall not give to the Corporation written notice of his disapproval thereof or his requirements in relation thereto he shall be deemed to have approved thereof:

(2) For the purposes of sections 26 and 33 of the Tramways Act 1870 the said tramroad where the same crosses the said Benton and Whitley main road shall be deemed to be a tramway:

(3) In the construction and maintenance of Tramway No. 1 the Corporation shall not injure the said tramroad or the electric and other works of the company and shall not in the construction maintenance and user thereof cause unnecessary interference with such tramroad and other works of the company and in the event of any such injury or unnecessary interference being occasioned shall pay to the company reasonable compensation therefor:

(4) The Corporation shall from and after the construction of the portion of Tramway No. 1 referred to in subsection (1) hereof and so long as that portion of tramway shall continue to exist at their own cost and expense maintain the same and also the said tramroad of the company where crossed by Tramway No. 1 and for a distance of six feet on each side of such crossing in proper working order for the passage of the carriages or other vehicles worked by the Corporation upon Tramway No. 1 and by the company upon the said tramroad:

(5) No carriage or other vehicle of the Corporation run upon Tramway No. 1 or of the company run upon the said tramroad shall except from temporary or

A.D. 1914.

accidental causes stop or remain stationary upon the said crossing Not more than one carriage or other vehicle of the company or of the Corporation shall pass over the said crossing so long as a carriage or other vehicle belonging to the other of them carrying passengers shall be standing at the crossing waiting to proceed immediately:

(6) If by reason of any act or omission of the Corporation or their servants the said tramroad or any carriage or other vehicle or property of the company shall be injured such injury shall be made good by the company at the cost of the Corporation:

(7) Nothing in this Act contained shall take away lessen prejudice alter or affect the power conferred upon the company by the Tyneside Tramways and Tramroad Act 1901 to construct lay down and maintain an additional line of rails across and on the level of the Benton and Whitley main road Provided nevertheless that if at any time after the passing of this Act the company shall lay down such additional line of rails across the said road all works in connection with the crossing of the said tramway and on either side thereof shall be constructed by the company at their cost in accordance with plans sections and specifications to be approved of by and to the reasonable satisfaction of the engineer for the time being of the Corporation Provided that if within fourteen days after the delivery of any such plan section and specification to the said engineer he shall not give to the company written notice of his disapproval thereof or his requirements in relation thereto he shall be deemed to have approved thereof The Corporation shall pay to the company any additional cost to which they may be put by reason of the existence of Tramway No. 1 in laying down such additional line of rails and the provisions of this section except subsection (4) shall so far as the same may be applicable to any such additional line of rails apply in like manner as if such line of rails were already laid:

(8) Any difference which may arise between the company and the Corporation touching the provisions of subsections (1) (3) (4) or (7) of this section or anything to be done or not to be done or any money to be paid thereunder shall be determined in manner provided by section 33 of the Tramways Act 1870.

For protection of Newcastle and Gateshead Water Company and Newcastle-upon-Tyne and Gateshead Gas Company.

28. For the protection of the Newcastle and Gateshead Water Company and the Newcastle-upon-Tyne and Gateshead Gas Company (in this section called "the two companies") the following provisions shall have effect unless otherwise agreed between the Corporation and the company affected (that is to say):—

(1) Section 35 of the Act of 1911 except subsections (1) and (3) thereof shall mutatis mutandis extend and apply to the street works and tramways by this Act authorised:

(2) In the event of it becoming necessary by reason of the existence of any of the tramways in any street road or place where apparatus belonging to either of the two companies respectively shall have been laid before the construction of such tramway for the two companies or either of them to incur any expense which but for the existence of such tramway would not have been necessary in executing any work of laying down repairing altering or removing any apparatus the Corporation shall from time to time repay to such of the two companies as shall be affected any such expense so incurred as aforesaid.

Saving rights of Newcastle-upon-Tyne Electric Supply Company Limited.

29. The powers conferred upon the Corporation by subsection (1) of section 107 of the Act of 1904 shall not apply to the tramways so long as the Corporation are taking a supply of electrical energy for the tramways from the Newcastle-upon-Tyne Electric Supply Company Limited in pursuance of the provisions of subsection (3) of section 101 of the Act of 1911.

For protection of works of Newcastle-upon-Tyne Electric Supply Company Limited.

30. Section 71 (For protection of works of Newcastle-upon-Tyne Electric Supply Company Limited) of the Act of 1904 shall extend and apply to and in relation to the street works by this Act authorised.

A.D. 1914.

Alteration of telegraph lines of Postmaster-General.

31.—(1) Notwithstanding anything in this Act contained if any work authorised to be executed by this Act involves or is likely to involve any alteration of any telegraphic line belonging to or used by the Postmaster-General the provisions of section 7 of the Telegraph Act 1878 shall apply (instead of the provisions of section 30 of the Tramways Act 1870) to any such alteration.

(2) The enactments contained in section 7 of the Telegraph Act 1878 shall apply to any alteration of a telegraphic line belonging to or used by the Postmaster-General which is involved in any works executed by any local or road authority under the provisions of this Act or in pursuance of any agreement entered into under the provisions of this Act as if such local or road authority were "undertakers" within the meaning of the Telegraph Act 1878.

Power to take lands.

32. Subject to the provisions of this Act the Corporation may enter on take and use all or any part of the lands delineated on the deposited plans and described in the deposited book of reference which they may require for the purposes of this Act.

Incorporation of certain sections of former Acts relative to lands and works.

33. The following sections of the following Acts (that is to say):—

Of the Act of 1892—

Section 109 (Correction of errors omissions &c.);

Section 115 (Power to acquire additional lands by agreement);

Section 116 (Consideration for such acquisition);

Section 118 (Power to take easements &c. by agreement);

Section 119 (Corporation may use their own lands for purposes of Act);

Section 121 (Power to retain sell &c. lands) except the proviso; and

Section 123 (As to consent of Local Government Board to sale &c. of lands):

Of the Act of 1902—

Section 31 (Application of moneys from sale of lands); and

Section 32 (Value of land appropriated to other than purposes for which it was acquired to be credited):

Of the Act of 1911—

Section 33 (Underpinning);

so far as the same are applicable and not inconsistent with the provisions of this Act shall extend and apply mutatis mutandis to and in relation to the lands to be acquired and the works to be constructed under the powers of this Act.

Owners may be required to sell parts only of certain property.

34. Notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the property numbered on the deposited plans and in the deposited book of reference 21 in the parish and urban district of Longbenton and whereof a part only is required for the purposes of this Act may if such portion can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such property without material detriment thereto be required to sell and convey to the Corporation the portion only of the premises so required without the Corporation being obliged or compellable to purchase the whole or any greater portion thereof the Corporation paying for the portion required by them and making compensation for any damage sustained by the owners thereof and other parties interested therein by severance or otherwise.

Limitation of time for compulsory purchase of lands.

35. The powers of the Corporation for the compulsory purchase of lands shall not be exercised after the expiration of five years from the passing of this Act.

Costs of arbitration in certain cases.

36. The tribunal to whom any question of disputed purchase money or compensation under this Act is referred shall if so required by the Corporation award and declare whether a statement in writing of the amount of compensation claimed has been delivered to the Corporation by the claimant giving sufficient particulars and in sufficient time to enable the Corporation to make a proper offer and if the tribunal shall be of opinion that no such statement giving sufficient particulars and in sufficient time shall have been delivered and that the Corporation have been prejudiced thereby the tribunal shall have power to decide

A.D. 1914.

whether the claimant's costs or any part thereof shall be borne by the claimant:

Provided that it shall be lawful for any judge of the High Court to permit any claimant after seven days' notice to the Corporation to amend the statement in writing of the claim delivered by him to the Corporation in case of discovery of any error or mistake therein or for any other reasonable cause such error mistake or cause to be established to the satisfaction of the judge after hearing the Corporation if they object to the amendment and such amendment shall be subject to such terms enabling the Corporation to investigate the amended claim and to make an offer de novo and as to postponing the hearing of the claim and as to costs of the inquiry and otherwise as to such judge may seem just and proper under all the circumstances of the case:

Provided also that this section shall be applicable only in cases where the notice to treat under the Lands Clauses Consolidation Act 1845 either contained or was endorsed with a notice of the effect of this section.

Power to use trailer and coupled carriages.

37.—(1) The Corporation may with the consent of the Board of Trade provide maintain work and use trailer carriages and coupled carriages on the Corporation tramways on such routes and at such times as the Board of Trade may approve and for such periods and on such terms and conditions as may be expressed in such approval and the Board of Trade may revoke any such approval or alter the terms and conditions of any such approval.

(2) The trailer carriages and coupled carriages used by the Corporation under the provisions of this section shall be fitted with such brakes and safety appliances as the Board of Trade may approve and no trailer carriage or coupled carriage shall be used by the Corporation unless the design thereof has been approved by the Board of Trade.

(3) Except so far as the Board of Trade may otherwise allow the number of carriages or vehicles which may be used or run attached together shall not in any case exceed two.

Power to reserve cars for special purposes.

38.—(1) Notwithstanding anything contained in any Act to the contrary the Corporation may on any special occasion run and reserve cars on any of the Corporation tramways for

any special purpose which the Corporation may consider necessary or desirable and the Corporation may make byelaws and regulations for prohibiting the use of any such cars by any persons other than those for whose conveyance the same are reserved.

(2) The provisions of the Tramways Act 1870 as to byelaws shall apply to any byelaws made under this section.

(3) The restrictions contained in the former Acts as to tolls or charges for passengers shall not extend to any special cars run upon the Corporation tramways and in respect thereof the Corporation may demand and take such tolls or charges as they shall think fit Provided that the running of such cars shall in no way curtail the ordinary service of cars.

Through cars.

39. Notwithstanding any provision to the contrary contained in any of the former Acts the Corporation may run through cars along any routes of the Corporation tramways or any specified portion thereof and the Corporation may demand and take from all passengers by such through cars irrespective of their destination a fare or charge not exceeding the maximum fare which the Corporation are empowered to charge for and in respect of the whole of such route or the whole of the portion thereof traversed by any such car:

Provided that the running of such cars shall in no way curtail the ordinary service of cars.

Power to provide and run motor omnibuses in Longbenton.

40. The Corporation may provide work and use motor omnibuses and may run the same in the urban district of Longbenton either as part of or separately from any other service of motor omnibuses which they are authorised to run and the provisions of section 97 (Power to provide and run motor omnibuses) of the Act of 1911 shall extend and apply mutatis mutandis to and in relation to the service of motor omnibuses by this Act authorised and to the Corporation in respect thereof:

Provided that the Corporation may demand and take for the conveyance of passengers in any motor omnibus run under the powers of this section such fares rates and charges as they think fit not exceeding the maximum fares rates and charges which they are authorised by section 12 (Rates for passengers) of the Act of 1902 to demand and take for passengers travelling on the tramways of the Corporation.

A.D. 1914.

Power to borrow.

41. The Corporation may from time to time in addition to any moneys they are now authorised to borrow or which they may be authorised to borrow under the provisions of the Public Health Acts or any public general Act borrow at interest on the following securities and for the following purposes such moneys as they from time to time think requisite for those respective purposes not exceeding the following sums (that is to say):—

On the security of the tramway revenue and (collaterally) the tramway rate and city fund and city rate—

(*a*) For paying the costs charges and expenses of and in relation to this Act as hereinafter defined the sum requisite for the purpose;

(*b*) For street works five thousand three hundred and eight pounds;

(*c*) For the construction of the tramways forty-five thousand six hundred and seventy-one pounds;

(*d*) For equipment of the tramways eleven thousand nine hundred pounds;

(*e*) For and in relation to tramway purposes including motor omnibuses such sums as the Board of Trade may from time to time sanction;

and in calculating the sums which the Corporation may borrow under the provisions of any other enactment any sums they may borrow under this Act shall not be reckoned and the powers of the Corporation as to borrowing and reborrowing under and for the purposes of this Act shall not be restricted by any of the provisions of the Public Health Acts.

As regards any rates which may be laid to make good any loss which may be incurred in respect of any tramway owned leased or worked by the Corporation under the powers of this Act outside the city the owners of any land used as a railway constructed under the powers of any Act of Parliament for public conveyance shall be assessed for such rates in respect of the same in the proportion of one-fourth part only of the net annual value thereof and in order to give effect to this section the Corporation shall keep separate accounts of receipts and expenditure in connection with such tramways and such accounts shall at all reasonable times be open to the inspection of the railway company occupying any such lands and their officers.

A.D. 1914.

Incorporation of certain sections of Acts of 1892 1899 1902 and 1911.

42. The following sections of the following Acts (that is to say):—

Of the Act of 1892—

Section 145 (Corporation not to regard trusts):

Of the Act of 1899—

Section 79 (Sinking fund for moneys borrowed and hereafter to be borrowed);

Section 80 (Provision as to increase and reduction of payments to sinking funds);

Section 82 (Power to borrow under Local Loans Act 1875);

Section 83 (Power to reborrow);

Section 85 (Application of borrowed moneys);

Section 86 (Appointment of receiver);

Section 87 (Saving of charges); and

Section 90 (Protection of lenders from inquiry):

Of the Act of 1902—

Section 44 (Audit of accounts):

Of the Act of 1911—

Section 85 (Provision as to mortgages);

shall subject to the provisions of this Act extend and apply mutatis mutandis to and in relation to the moneys borrowed by the Corporation under the powers of this Act and to the repayment thereof.

Period for repayment of borrowed moneys.

43. The prescribed period mentioned in sections 79 80 and 82 of the Act of 1899 incorporated with this Act shall be as regards all moneys borrowed under the powers of this Act or under the powers of the Local Loans Act 1875 for the purposes respectively mentioned in the following subsections of the section of this Act the marginal note whereof is "Power to borrow" the following respective periods (that is to say):—

For the purposes in subsection (a) five years from the passing of this Act;

For the purposes in subsection (b) forty years;

For the purposes in subsection (c) thirty years;

For the purposes in subsection (d) twenty years;

For the purposes in subsection (e) such period as the Board of Trade may sanction.

A.D. 1914.

Expenses of execution of Act.

44. All expenses incurred by the Corporation in carrying into execution the provisions of this Act (including all costs charges and expenses of and in relation to the borrowing of any moneys under the powers of this Act and all interest on and all instalments appropriations and sinking fund payments in respect of such borrowed moneys) other than those expenses properly chargeable to capital and payable out of borrowed moneys shall be paid out of the tramway revenue and if and so far as that revenue proves insufficient for the purpose out of the tramway rate and subject thereto out of the city fund and city rate.

Incorporation of certain provisions of Act of 1899.

45. The following sections of the Act of 1899 (that is to say):—

Section 93 (As to deficiency in tramway revenue); and

Section 94 (Annual estimate for tramways);

shall subject to the provisions of this Act extend and apply mutatis mutandis to and in relation to the tramways.

For protection of Gosforth Urban District Council.

46. For the protection of the Gosforth Urban District Council (hereinafter called "the district council") the following provisions shall unless otherwise agreed in writing between the Corporation and the district council have effect (that is to say):—

(1) If the Corporation in exercise of the powers contained in this Act run a service of special cars through the urban district of Gosforth on any day they shall also provide on any such day on which a meeting for horse racing is held at Gosforth Park a service of double-decked cars from the Town Hall in Newcastle-upon-Tyne viâ Pilgrim Street to Henry Street Gosforth between the hours of 11.30 a.m. and 2.30 p.m. and from Henry Street Gosforth to the Town Hall in Newcastle-upon-Tyne between the hours of 4.0 p.m. and 6.0 p.m. at not greater intervals than three and a half minutes and at the fares for passengers which may for the time being be ordinarily charged upon the route between Newcastle-upon-Tyne and Gosforth and on any other such day a similar service during the hours while the service of special cars is being run and such services shall during the said hours be in lieu of any ordinary service usually run by

the Corporation between Newcastle-upon-Tyne and Gosforth;

Provided that the Corporation shall not run any such service of special cars through the urban district of Gosforth on any Sunday Christmas Day Good Friday or bank or other public holiday unless on such holiday a meeting for horse racing is held at Gosforth Park:

(2) The Corporation shall not under the provisions of the section of this Act the marginal note whereof is "Through cars" run through cars in or through the urban district of Gosforth:

(3) The Corporation shall exercise the powers of section 13 (Power to make additional crossings &c.) of the Act of 1911 for the construction of and subject thereto shall construct a siding in Henry Street consisting of a single line or a double line as the Corporation may require and the district council shall be deemed to have consented thereto for the purposes of the said section and if any widening of the said street shall be demanded by the district council the district council shall within a reasonable period take such steps as may be required to effect such widening and the reasonable expense of such widening shall be borne by the district council and the Corporation in equal proportions:

Provided that such siding shall not extend for a greater distance along Henry Street than one hundred and fifty feet and not more than two cars shall be permitted to stand at one time upon the siding and such cars shall not stand abreast:

(4) Any difference which may arise between the Corporation and the district council under the provisions of sub-section (3) of this section shall be referred to and determined by a single arbitrator to be appointed unless otherwise agreed by the Board of Trade on the application of either party after notice to the other and subject thereto the provisions of the Arbitration Act 1889 or any then subsisting statutory modification or re-enactment thereof shall apply to the reference.

A.D. 1914.

Costs of Act.

47. All the costs charges and expenses preliminary to and of and incidental to the preparing applying for obtaining and passing of this Act as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation out of the tramway revenue and (if and so far as that revenue may be insufficient for the purpose) out of the tramway rate and city fund and city rate in equal proportions or out of moneys to be borrowed under the provisions of this Act as hereinbefore provided.

The SCHEDULE referred to in the foregoing Act.

FORMER ACTS AND ORDERS.

1 Victoria chapter lxxii The Newcastle-upon-Tyne Improvement Act 1837.

4 & 5 Victoria chapter lxxi The Newcastle-upon-Tyne Improvement Act 1841.

9 & 10 Victoria chapter cxxi The Newcastle-upon-Tyne Improvement Act 1846.

13 & 14 Victoria chapter lxxvii The Newcastle-upon-Tyne Improvement Act 1850.

16 & 17 Victoria chapter clxxxii The Newcastle-upon-Tyne Improvement Act 1853.

18 & 19 Victoria chapter xcix The Newcastle-upon-Tyne Improvement Act 1855.

28 & 29 Victoria chapter ccl The Newcastle-upon-Tyne mprovement Act 1865.

33 & 34 Victoria chapter cxx The Newcastle-upon-Tyne Improvement Act 1870.

34 & 35 Victoria chapter cxxxv The Newcastle-upon-Tyne Improvement Act 1871.

40 & 41 Victoria chapter cli The Newcastle-upon-Tyne Tramways and Improvement Act 1877.

The Newcastle-upon-Tyne Tramways Order 1879 confirmed by the Tramways Orders Confirmation Act 1879 42 & 43 Victoria chapter cxciii.

45 & 46 Victoria chapter clxxii The Newcastle-upon-Tyne Improvement Act 1882.

45 & 46 Victoria chapter ccxxxv The Newcastle-upon-Tyne Corporation Loans Act 1882.

Provisional Order relating to the City of Newcastle-upon-Tyne confirmed by the Local Government Board's Provisional Orders Confirmation (No. 6) Act 1887 50 & 51 Victoria chapter cxi.

55 & 56 Victoria chapter ccxxxvi The Newcastle-upon-Tyne Improvement Act 1892.

57 & 58 Victoria chapter cxl The Newcastle-upon-Tyne Corporation (Byker Bridge &c.) Act 1894.

A.D. 1914.

The Newcastle-upon-Tyne Tramways Order 1895 confirmed by the Tramways Orders Confirmation (No. 2) Act 1895 58 & 59 Victoria chapter ci.

61 & 62 Victoria chapter ccxxvii The Newcastle-upon-Tyne Corporation (New Infirmary Site) Act 1898.

62 & 63 Victoria chapter cclxv The Newcastle-upon-Tyne Tramways and Improvement Act 1899.

2 Edward VII. chapter cxxi The Newcastle-upon-Tyne Corporation Tramways Extensions Act 1902.

The Newcastle-upon-Tyne Corporation Tramways Order 1903 confirmed by the Tramways Orders Confirmation (No. 1) Act 1903 3 Edward VII. chapter cxlv.

4 Edward VII. chapter ccxx The Newcastle-upon-Tyne Corporation Act 1904.

The Newcastle-upon-Tyne (Extension) Order 1904 confirmed by the Local Government Board's Provisional Orders Confirmation (No. 13) Act 1904 4 Edward VII. chapter clxii.

5 Edward VII. chapter clxxii The Newcastle-upon-Tyne Corporation (Tolls) Act 1905.

The Newcastle-upon-Tyne Corporation Tramways Order 1906 confirmed by the Tramways Orders Confirmation Act 1906 6 Edward VII. chapter cxxxiv.

The Newcastle-upon-Tyne Order 1910 confirmed by the Local Government Board's Provisional Orders Confirmation (No. 9) Act 1910 10 Edward VII. and 1 George V. chapter lxxxvi.

1 & 2 George V. chapter cxix The Newcastle-upon-Tyne Corporation Act 1911.

The Newcastle-upon-Tyne Corporation Tramways Order 1913 confirmed by the Tramways Orders Confirmation Act 1913 3 & 4 George V. chapter cxxiii.

The Newcastle-upon-Tyne Order 1913 confirmed by the Local Government Board's Provisional Orders Confirmation (No. 6) Act 1913 3 & 4 George V. chapter cxxx.

Printed by EYRE and SPOTTISWOODE, Ltd.,
FOR
FREDERICK ATTERBURY, Esq., C.B., the King's Printer of Acts of Parliament.

And to be purchased, either directly or through any Bookseller, from
WYMAN AND SONS, LTD., 29, BREAMS BUILDINGS, FETTER LANE, E.C., and
28, ABINGDON STREET, S.W., and 54, St. MARY STREET, CARDIFF; or
H.M. STATIONERY OFFICE (SCOTTISH BRANCH), 23, FORTH STREET, EDINBURGH: or
E. PONSONBY, LTD., 116, GRAFTON STREET, DUBLIN;
or from the Agencies in the British Colonies and Dependencies,
the United States of America, the Continent of Europe and Abroad of
T. FISHER UNWIN, LONDON, W.C.