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An Act for confirming certain Provisional Orders made by the Board of Trade under the Tramways Act, 1870, for the construction of Tramways in Cardiff, Leeds, Yarmouth, and Wallasey. [14th August 1871.]

WHEREAS under the authority of the Tramways Act, 1870, the Board of Trade have made the several Provisional Orders set out in the schedule to this Act annexed:

And whereas a Provisional Order made by the Board of Trade under the authority of the Tramways Act, 1870, is not of any validity or force whatever until the confirmation thereof by Act of Parliament:

And whereas it is expedient that the several Provisional Orders made by the Board of Trade under the authority of the said Act, and set out in the schedule to this Act annexed, be confirmed by Act of Parliament:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited as the Tramways Orders Confirmation Act, 1871.

Confirmation of Orders in schedule.

2. The several Orders set out in the schedule to this Act shall be and the same are hereby confirmed, and all the provisions thereof in manner and form as they are set out in the said schedule shall, from and after the passing of this Act, have full validity and force.

Temporary tramways may be made when necessary.

3. Where by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by any Provisional Order confirmed by this Act is laid it shall in the opinion of the road authority be necessary or expedient tem-

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

The terms "road" and "road authority" in this section shall have the same meanings respectively as the same terms have in the Tramways Act, 1870.

SCHEDULE TO ORDERS.

1. Cardiff Tramways.—Order authorising the construction of Tramways in the town of Cardiff and its suburbs.
2. Leeds Tramways.—Order authorising the construction of Tramways in the borough of Leeds in the west riding of the County of York.
3. Lowestoft and Yarmouth Tramway.—Order authorising the construction of a Tramway between Gorleston and Great Yarmouth, in the county of Suffolk.
4. Wallasey Tramways.—Order authorising the construction of Tramways in the parish of Wallasey in the county palatine of Chester.

CARDIFF TRAMWAYS.

Order authorising the construction of Tramways in the town of Cardiff and its suburbs.

Short title.

1. This Order may be cited as "The Cardiff Tramways Order, 1871."

Incorporation of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order the expression "the corporation" shall mean the mayor, aldermen, and burgesses of the borough of Cardiff.

Promoters.

The Promoters.

4. The Cardiff Tramways Company (Limited) shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement.

5. The Undertakers may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole twenty acres.

Construction of Tramways.

Construction of tramways.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after 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.

The tramways authorised by this Order are:—

1. *The Docks to High Street.*

(1.) A Tramway No. 1 (one mile three furlongs nine chains and ninety links in length), commencing at a point in Bute Street, one and a half chains or thereabouts north of the intersection of that street by Stuart Street, and proceeding thence in a northerly direction along Bute Street and across the bridge called or known as Hayes Bridge, and curving in a westerly direction into and along Caroline Street, and again curving in a northerly direction into and along St. Mary Street, and thence into and along High Street, and terminating in the last-named street at a point half a chain or thereabouts south of the junction of that street with Duke Street:

A Tramway No. 1A, or passing place (two chains in length), wholly situate in High Street aforesaid, commencing and terminating respectively by

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junctions with tramway No. 1, the point of commencement being one chain south of the Bute Monument, and the point of termination one chain north thereof:

(2.) A Tramway No. 2 (two furlongs eight chains and ninety links in length), commencing at a point in Eleanor Street, 145 yards west of the junction of Eleanor Street with Dudley Street, and passing thence in an easterly direction in and along Eleanor Street, and curving in a northerly direction into and along Dudley Street, and passing thence along that street, and again curving in an easterly direction into and along Stuart Street, and again curving in a northerly direction into and along Bute Street, and terminating in the last-named street by a junction with tramway No. 1 at its point of commencement:

3. *Stuart's Buildings, Loop Line.*

A Tramway No. 3 (one furlong three chains and eighty-five links in length), commencing in Bute Street aforesaid, by a junction with tramway No. 1 at its point of commencement, and passing thence in a southerly direction along that street, and curving in an easterly direction into and along the southern end of Mount Stuart Buildings, and again curving in a northerly direction into and along the "Crescent" of Mount Stuart Buildings, and thence again curving in a westerly direction into and along the "Terrace" of Mount Stuart Buildings, and again curving in a northerly direction into and along Bute Street aforesaid, and terminating in that street by a junction with tramway No. 1, at a point one chain or thereabouts north of the junction of James Street with Bute Street:

4 *and* 5. *Sidings.*

(4.) A Tramway or passing place No. 4 (two chains in length), wholly situate in the Bute Street, commencing and terminating respectively by junctions with Tramway No. 1, the point of commencement being opposite or nearly opposite Patrick Street, and the point of termination being two chains or thereabouts north of its point of commencement as aforesaid:

(5.) A Tramway or passing place No. 5 (two chains or thereabouts in length), commencing and terminating respectively by junctions with Tramway No. 1 in Bute Street, the point of commencement being seven yards north of the junction with that street of Maria Street, and the point of termination two chains north of the point of commencement of the said tramway:

6. *Roath Road Line.*

A Tramway No. 6 (five furlongs and five and a half chains or thereabouts in length), commencing at the west end of Smith Street, and passing along the last-named street, Queen Street, Crockherb Town, and Newport Road, and terminating in the last-named road at the boundary of the borough of Cardiff, about one and a half chains east of the junction of Newport Road with Plucca Lane:

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A Tramway or passing place No. 6A (two chains or thereabouts in length), commencing and terminating respectively by junctions with Tramway No. 6 in Newport Road, the point of commencement being in the centre of the bridge carrying the Rhymney Railway over that road, and the point of termination being two chains east thereof:

(7.) A Tramway No. 7 (two furlongs two chains and sixty-five links in length), commencing at Hayes Bridge aforesaid, at a point opposite or nearly opposite Bridge Street at its junction with Bute Street, and passing in a northerly direction across that bridge into and along the street or road known as the Hayes, and along Working Street, John Street, and Duke Street, and terminating in the last-named street by a junction with Tramway No. 6, at a point half a chain west of the junction of John Street with Duke Street:

Provided that the Promoters shall not construct the Tramways Nos. 1A, 2, 3, 4, or 5, or any part or parts thereof respectively, without in each case the consent in writing of the corporation under their corporate seal.

Period for completion of works.

7. The Tramways Nos. 1 and 7, and Tramway No. 6, shall be completed by the Promoters within one year from the date of the passing of the Act confirming this Order, or within such further period (not extending beyond two years from the date of the passing of the Act confirming this Order) as the corporation may sanction under their corporate seal; and as regards the rest of the tramways the Promoters shall, if and when required so to do by notice from the corporation to be given to the Promoters within one year from the date of the passing of the Act confirming this Order, construct, with all reasonable speed, the tramways or tramway or portion of tramway to be specified in such notice, so that the same shall be completed within two years from the date of the passing of the Act confirming this Order.

As to diversion of tramway No. 1 from Caroline Street to Mill Lane.

8. No part of Tramway No. 1 shall be laid in Caroline Street without the consent of the corporation under their corporate seal, and if at any time hereafter the corporation shall by notice require the Promoters to divert the line of Tramway No. 1 from Caroline Street into and along Mill Lane, the Promoters shall use their best endeavours to procure the making and confirmation of a Provisional Order or the passing of an Act enabling them so to divert Tramway No. 1, and if and when so authorised shall forthwith proceed to divert the said tramway accordingly.

Mode of formation of tramways.

9. Each of the tramways shall be laid in granite pitching, and the roadway whereon the same is made, to the extent defined by section 28 of "The Tramways Act, 1870," shall be pitched with the like materials, and be renewed, maintained, and kept in repair by the Promoters, and such granite pitching shall not in any case be removable without the consent of the corporation.

Tramways to be kept on level with surface of roads.

10. If any road authority hereafter alter the level of any road along or across which any of the tramways are laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Additional crossings, passing places, &c.,

11. The Promoters may, subject to the provisions of this Order and with the consent of the corporation under their corporate seal, from time to time hereafter

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may be made where necessary.

make all such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in and authorised by this Order as may from time to time be necessary or convenient for the efficient working of the tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters.

Provided that after any such crossing, passing place, siding, junction, or other works have been made the corporation may by notice to the Promoters under their corporate seal require the Promoters to remove the same, and, if the corporation so think fit, to remake or relay the same in some other position to be specified in the notice, and the Promoters shall comply from time to time with every such requirement.

As to crossing the Taff Vale Railway on the level.

12. In the construction of the Tramway No. 1 across the rails of the Taff Vale Railway Company now laid upon the level of the road known or called Bute Street, the same shall be constructed and maintained in accordance with a plan to be agreed upon by the engineers for the time being of the said Company and of the Promoters, and under the superintendence and to the reasonable satisfaction of the engineer for the time being of the said Company at the cost of the Promoters, unless, after seven days notice given by the Promoters of their intention to commence such works, such superintendence is refused or withheld: Provided always, that in the event of any difference between the engineers of the said Company and of the Promoters, the same shall be settled by a referee to be appointed by the Board of Trade in the manner provided by section 33 of "The Tramways Act, 1870."

Not to interfere with traffic of Taff Vale Railway Company at level crossing.

13. Nothing in this Order contained shall authorise the Promoters to stop on or in any way prejudicially interfere with or obstruct the traffic of the Taff Vale Railway Company on the level crossings of the railway of the said Company in Bute Street, and the traffic of the said Company shall at all times have precedence of the traffic of the Promoters.

Application of road materials excavated in construction of Promoters works.

14. Any paving, metalling, or material, excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority, may be applied by the Promoters so far as may be necessary in or towards the reinstating of the road and the maintenance for six months after completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are required to maintain; and the Promoters shall, if so required, deliver the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority or to such person or persons as he may appoint to receive the same, provided that if within seven days after the excavation of any such paving, metalling, or material the surplus thereof as aforesaid is not removed by the said surveyer or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority, or surveyor, or other person with reference to any of the matters aforesaid, shall be determined in manner provided by "The Tramways Act, 1870," with respect to differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon tramways.

15. The tramways shall be used exclusively for passenger traffic.

Tolls.

Tolls for passengers.

16. The Promoters may demand and take for every passenger travelling upon any of the tramways, or any part or parts thereof respectively, including tolls for the use of the tramway and of 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 Promoters may charge for any less distance than one mile any sum not exceeding twopence.

Passengers luggage.

17. Every passenger travelling upon the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares for labouring classes.

18. The Promoters at all times after the opening of the tramways, or any part or parts thereof, for public traffic, shall and they are hereby required to run at least two carriages each way every morning in the week, and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than half-past five in the evening respectively, as the Promoters think most convenient, for artizans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the Promoters nevertheless not being required to take any fare less than one penny): Provided always, that as regards any carriages run in pursuance of this provision the Promoters shall not be bound by any limit of the number of passengers to be conveyed in their carriages, which shall be contained in any license, or in any rule, order, or byelaw; and provided further, that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, or the number of passengers carried, the said Board shall have power to fix and regulate the same from time to time.

As to payment of tolls.

19. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters may by notice to be annexed to the list of tolls appoint.

Miscellaneous.

As to user of tramways on Sundays, &c.

20. The Promoters shall not, without the consent from time to time of the corporation first had and obtained, ply carriages for hire upon the tramways on any Sunday, Good Friday, or Christmas Day, and the corporation shall have power to make from time to time, in accordance with the provisions of section forty-six of "The Tramways Act, 1870," regulations as to the times of user of the tramways on any Sunday, Good Friday, or Christmas Day, to which such consent shall apply.

Provision as to purchase by corporation after seven years.

21. In case the corporation shall at any time after seven years from the date of the passing of the Act confirming this Order desire to purchase, under the provisions of section forty-four of "The Tramways Act, 1870," the tramways and the works and materials connected therewith, and any lands or

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buildings acquired for the purposes of this Order, the Promoters shall assent thereto, and shall accordingly sell the tramways and premises to the corporation, and the terms of every such purchase shall, failing agreement between the corporation and the promoters, be determined by arbitration in manner provided by "The Lands Clauses Consolidation Act, 1845," for the settlement by arbitration of questions of disputed compensation: Provided always, that in determining the amount to be paid by the corporation for such purchase the then actual bonâ fide value of the purchased property (exclusive of any compensation for goodwill, premium, compulsory sale, or other consideration whatsoever) shall be ascertained in the first instance, and to such value there shall be added as compensation for goodwill, premium, compulsory sale, and every other consideration thirty per centum on the value so ascertained:

Provided also, that if the corporation so purchase the tramways the Promoters shall be entitled to require them also to purchase all the carriages and rolling stock of the Promoters for the time being used by them on the tramways so purchased, the terms of such purchase, failing agreement between the corporation and the Promoters, to be settled by arbitration under "The Lands Clauses Consolidation Act, 1845:"

Provided further, that nothing in this section shall disentitle the corporation to the benefit of section 43 of "The Tramways Act, 1870," if they have not previously exercised the powers of purchase conferred upon them by this section.

Power for corporation to remove tramways in certain events.

22. If the corporation at any time after five years from the completion of the tramways respectively, or of such parts thereof as shall be completed within the respective times limited by this Order, at any time or from time to time by resolution determine that all or any of the tramways, or any part thereof respectively, shall be discontinued and ought to be removed, the corporation may give notice to the Promoters requiring them to remove such tramways or tramway, or part of a tramway, as are or is specified in the notice, and the Promoters shall within three months after the notice so given remove such tramways or tramway, or part of a tramway, and make good the street to the satisfaction of the engineer of the corporation, and if the Promoters do not within such three months remove such tramways or tramway, or part of a tramway, and make good such street as aforesaid, the corporation may (without prejudice to any other remedy against the Promoters) remove such tramways or tramway, or part of a tramway, and make good such street as aforesaid, and may sell all or any part of the materials removed, and out of the proceeds of such sale reimburse themselves their expenses relative to such notice, removal, and sale, and making good the street and consequent thereon (rendering the overplus, if any, to the Promoters), and the unpaid residue of such expenses shall be paid to the corporation by the Promoters, and shall be recoverable from the Promoters by proceedings in any court of competent jurisdiction for the recovery of an ordinary simple contract debt of like amount.

As to future extensions of the tramways within the borough of Cardiff.

23. If the corporation at any time give six months notice to the Promoters requiring that the lines of the tramways shall be extended to other districts or places within the borough of Cardiff, the Promoters shall and they are hereby required to take all steps necessary by way of application to the Board of Trade or to Parliament to enable them to comply with such notice: Provided always, that if in the opinion of the Promoters such request is on account of the pecuniary position of the Promoters or for any other cause whatever unreasonable,

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and any difference shall thereupon arise between the corporation and the Promoters, the question in difference shall be determined by arbitration in manner provided by "The Companies Clauses Act, 1845," for the settlement of disputes by arbitration.

Form and delivery of notices.

24. With respect to notices and to the delivery thereof by or to the Promoters, 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 the local authority or any road authority shall be sufficiently authenticated by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by the local authority, or 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 Promoters, 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.

Provisions as to general Acts.

25. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

LEEDS TRAMWAYS.

Leeds.

Order authorising the construction of Tramways in the Borough of Leeds in the West Riding of the County of York.

Short title.

1. This Order may be cited as "The Leeds Tramways Order, 1871."

Incorporation of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking), and "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

In this Order the expression "the corporation" shall mean the mayor, aldermen, and burgesses of the borough of Leeds.

The Promoters.

Promoters.

4. William and Daniel Busby and Company, their heirs or assigns, shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Lands by agreement.

5. The Promoters may, by agreement, purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole ten acres.

Construction of Tramways.

Construction of tramways

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes

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of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after 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.

The tramways authorised by this Order are:—

(No. 1.) A Tramway No. 1, situate wholly in the townships of Leeds and Headingley-cum-Burley in the parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, passing thence in a westerly direction along Boar Lane, Wellington Street, and Kirkstall Road, and terminating at the north-west end of that road where that road joins the Kirkstall and Headingley Lane and the Leeds and Bradford Road at a point in Kirkstall Road ninety feet or thereabouts north of the north-east corner of the Star and Garter Hotel.

The centre line of the proposed Tramway No. 1 will be at its commencement and for its entire length on the left side (proceeding from the commencement to the termination of the tramway) of and at a distance of four feet six inches from the imaginary centre line of each of the streets or roads along which it is intended to be laid, except that (*a*) from the east end of Wellington Street at its junction with Park Row and Bishopsgate Street to a point in Wellington Street thirty-three feet from the south-west corner in Wellington Street of the West Riding Hotel, the centre line of the tramway will be laid in the centre of Wellington Street, and from that point it will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and southward of the imaginary centre line of that street, and (*b*) from a point in the Kirkstall Road eighty-five feet south of the south-west corner of the Cardigan Arms Inn the centre line of the tramway will gradually approach until in the length of a chain it reaches the centre of the Kirkstall Road, and from thence the said tramway will be laid along the centre of that road until it reaches a point in that road sixty-six feet from and eastward of the north-east corner of Burley South Row, and from that point it will gradually diverge until in the length of half a chain it reaches the distance of four feet six inches from and southward of the imaginary centre line of that road, thence continuing for a length of one chain at the said distance of four feet six inches from and southward of that imaginary centre line, whence it will gradually approach until in a further length of half a chain it reaches the centre of that road, from which point it will be laid along the centre of that road until it reaches a point in that road one and a half chains from and south-eastward of the termination of the tramway, whence it will gradually diverge until in a length of half a chain it attains a distance of four feet six inches from and southward of the imaginary centre line of that road, and from thence will continue at that distance from and southward of that imaginary centre line until it reaches the termination of the tramway herein-before described.

(No. 1a.) A Tramway No. 1a, situate wholly in the township of Leeds in the parish of Leeds, commencing at the east end of Boar Lane at its

junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, proceeding thence in a westerly direction along Boar Lane and Wellington Street, and terminating by a junction with Tramway No. 1 at a point in that street twenty feet or thereabouts south of the north-east corner of Wellington Street at its junction with Park Row and Bishopsgate Street.

The centre line of the proposed Tramway No. 1a will be at its commencement at a distance of four feet six inches from and northward of the imaginary centre line of Boar Lane, and will thence continue in a westerly direction at that distance from and northward of that imaginary centre line until it reaches the west end of Boar Lane at its junction with Bishopsgate Street and Wellington Street, thence curving in a south-westerly direction until it reaches the centre of Wellington Street at the termination of the tramway herein-before described.

(No. 1b.) A Tramway No. 1b, wholly situate in the township of Leeds in the parish of Leeds, commencing by a junction with Tramway No. 1 before described at a point in Wellington Street thirty-three feet or thereabouts south of the south-west corner of the West Riding Hotel, and proceeding thence in a westerly direction along Wellington Street and Kirkstall Road, and terminating in that road by a junction with Tramway No. 1 at a point eighty feet or thereabouts west of the south-west corner of the Cardigan Arms Inn.

The centre line of the proposed Tramway No. 1b will be at its commencement in the centre of Wellington Street, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and northward of the imaginary centre line of that street, thence proceeding at a distance of four feet six inches from and northward of the imaginary centre line of Wellington Street and Kirkstall Road until it reaches a point one chain from and eastward of the termination of the tramway, whence it will gradually approach until at that termination it reaches the centre of Kirkstall Road.

(No. 1c.) A Tramway No. 1c, wholly situate in the township of Headingley-cum-Burley in the parish of Leeds, commencing by a junction with Tramway No. 1 at a point in the Kirkstall Road sixty-six feet east of the north-east corner of Burley South Row, proceeding thence in a westerly direction for a distance of two chains, and terminating by a junction with Tramway No. 1 at a point in that road seventy-seven feet or thereabouts north-west of the north-east corner of Burley South Row.

The centre line of the proposed Tramway No. 1c will be at its commencement in the centre of Kirkstall Road, and thence will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and northward of the imaginary centre line of that road, and thence it will continue for the length of one chain at a distance of four feet six inches from and northward of that imaginary centre line, whence it will gradually approach until in a length of half a chain it reaches the centre of that road at the point of termination of the tramway herein-before described.

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(No. 1d.) A Tramway No. 1d, situate wholly in the township of Headingley-cum-Burley in the parish of Leeds, commencing by a junction with Tramway No. 1 at a point in the Kirkstall Road one and a half chains or thereabouts south-east of the termination of Tramway No. 1 herein-before described, and terminating at the north-west end of Kirkstall Road at a point one hundred feet or thereabouts north-east of the north-east corner of the Star and Garter Hotel.

The centre line of Tramway No. 1d will be at its commencement in the centre of the Kirkstall Road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and northward of the imaginary centre line of that road, and will continue at that distance from and northward of that imaginary centre line until it reaches the termination of the tramway herein-before described.

(No. 2.) A Tramway No. 2, situate in the townships of Leeds and Headingley-cum-Burley in the parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, passing thence along Boar Lane, Park Row, and across Park Lane and Guildford Street, into and along Cookridge Street, Woodhouse Lane, Headingley Lane, and Otley Road, and terminating in the last-mentioned road at a point forty-five feet or thereabouts south of the south-westerly corner of the Three Horse Shoes Inn.

The centre line of the proposed Tramway No. 2 will be at its commencement four feet six inches from and south of the imaginary centre line of Boar Lane, and thence will proceed at that distance from and south of the imaginary centre line of Boar Lane, and westward of the imaginary centre line of Park Row, until it reaches a point in Park Row twenty feet north-east of the north-east corner of Peel's statue, at the junction of Infirmary Street and Park Row, and will thence gradually approach until in the length of half a chain it reaches the centre of Park Row, and will thence be laid along the centre of Park Row to the end of that row at its junction with Park Lane and Guildford Street, thence curving in a north-westerly direction across Guildford Street and Park Lane to a point at the south end of Cookridge Street where that street joins Park Lane and Guildford Street, at which point it will be four feet six inches from and westward of the imaginary centre line of Cookridge Street, and will thence continue along Cookridge Street and Woodhouse Lane at the distance of four feet six inches from and westward of the imaginary centre line of Cookridge Street and Woodhouse Lane until it reaches a point in Woodhouse Lane twenty-five feet west of the south-west corner of Cobourg Street at its junction with Woodhouse Lane, and will thence gradually approach until in the length of one chain it reaches the centre of Woodhouse Lane at a point thirty feet north-east of the north-east corner of Portland Crescent, and will thence be laid along the centre of Woodhouse Lane until it reaches a point of fifty feet north of the north-west corner of Fenton Street at its junction with Woodhouse Lane, and will thence

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gradually diverge until in the length of half a chain it reaches the distance of four feet six inches from and westward of the imaginary centre line of Woodhouse Lane, and thence proceeding in a northerly direction along Woodhouse Lane at the same distance from and westward of the imaginary centre line of that lane to a point in that lane ninety feet south of the south-west corner of Ridge Street at its junction with Woodhouse Lane, and will thence gradually approach until in the length of half a chain it reaches the centre of Woodhouse Lane, and will thence be laid along the centre of Woodhouse Lane to a point in that lane one hundred feet south-east of the south corner of the Packhorse Inn, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of Woodhouse Lane, and will thence continue at the same distance from and westward of the imaginary centre line of that lane to a point in that lane two hundred feet south-east of the north-east corner of Hyde Park Road, and will thence gradually approach until in the length of half a chain it reaches the centre of Woodhouse Lane, and thence it will be laid along the centre of that lane and Headingley Lane to the termination of the tramway herein-before described, except that

(a.) At a point in Headingley Lane two hundred and ten feet south-east of the south-east corner of North Hill Road at its junction with Headingley Lane the centre line of the tramway will gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and southward of the imaginary centre line of that lane, and will thence proceed at the same distance from and southward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of that lane; and

(b.) At a point in Headingley Lane thirty feet or thereabouts south of the southern corner of the Oak Inn, from which point it will gradually diverge into Otley Road until in the length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, and will thence proceed at the same distance from and westward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches a point in the centre of that road thirty feet south-east of the north-east corner of the Skyrack Inn;

(c.) At a point in Otley Road one and a half chains southward of the termination of the tramway herein-before described it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of Otley Road, and will continue at the same distance from and westward of that imaginary centre line to the termination of the tramway herein-before described.

(No. 2a.) A Tramway No. 2a, wholly situate in the township and parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate, at a point ninety feet or thereabouts west of the north-west corner

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of Duncan Street at its junction with Briggate, proceeding thence along Boar Lane and Park Row, and terminating in Park Row at a point fifty feet or thereabouts north of the north-east corner of Peel's statue at the junction of Infirmary Street and Park Row,

The centre line of the intended Tramway (No. 2a) will at its commencement and for its entire length be on the right side (proceeding from the commencement to the termination of the tramway) of and at a distance of four feet six inches from the imaginary centre line of Boar Lane and Park Row, except that from a point half a chain from the termination of the tramway, whence it will gradually approach until in the length of half a chain it reaches the centre of Park Row at the termination of the tramway herein-before described.

(2b.) A Tramway No. 2b, wholly situate in the township and parish of Leeds, commencing at a point in Park Lane twenty-five feet or thereabouts north of the north-west corner of the Leeds branch of the Bank of England, thence proceeding into and along Cookridge Street and Woodhouse Lane, and terminating in Woodhouse Lane at a point thirty feet or thereabouts north of the north-east corner of Portland Crescent at its junction with Woodhouse Lane.

The centre line of the intended Tramway No. 2b will from its commencement curve in a north-westerly direction to the southern end of Cookridge Street where that street joins Park Lane, where it will be at a distance of four feet six inches from and eastward of the imaginary centre line of Cookridge Street, and will thence continue at that distance from and eastward of the said imaginary centre line of that street and Woodhouse Lane until it reaches a point in that lane forty feet west of the south-east corner of Coburg Street, whence it will gradually approach until in a distance of one chain it reaches the centre of Woodhouse Lane.

(No. 2c.) A Tramway No. 2c, wholly situate in the township of Leeds and parish of Leeds, commencing by a junction with Tramway No. 2 at a point fifty feet or thereabouts north of the north-west corner of Fenton Street where that street joins Woodhouse Lane, proceeding thence along Woodhouse Lane, and terminating by a junction with Tramway No. 2 at a point in Woodhouse Lane fifty-five feet or thereabouts south of the south-west corner of Ridge Street at its junction with Woodhouse Lane.

The centre line of the proposed Tramway No. 2c will be at its commencement in the centre of Woodhouse Lane, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that lane, proceeding thence along that lane at that distance from and eastward of the said imaginary centre line until it reaches a point in that lane half a chain south-eastward of the termination of the tramway as herein-before described, whence it will gradually approach until at its termination it reaches the centre of Woodhouse Lane.

(2d.) A Tramway No. 2d, wholly situate in the township and parish of Leeds, commencing by a junction with Tramway No. 2 at a point in Woodhouse

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Lane one hundred feet or thereabouts south of the south corner of the Pack Horse Inn in Woodhouse Lane, and terminating in Woodhouse Lane at a point one hundred and sixty feet or thereabouts south-east of the north-east corner of Hyde Park Road.

The centre of the proposed Tramway No. 2d will at its commencement be in the centre of Woodhouse Lane, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that lane, and will thence continue at the same distance from and eastward of the imaginary centre line of that lane until it reaches a point in that lane half a chain eastward of the termination of the tramway as herein-before described, whence it will gradually approach until in the length of half a chain it reaches the centre of that lane at the termination of the tramway herein-before described.

(No. 2e.) A Tramway No. 2e, situate wholly in the township of Headingley-cum-Burley in the parish of Leeds, commencing by a junction with Tramway No. 2 at a point in Headingley Lane two hundred and twenty feet or thereabouts west of the south-west corner of Cumberland Road, and terminating by a junction with Tramway No. 2 at a point eighty feet or thereabouts south-east of the south-east corner of North Hill Road.

The centre of the proposed Tramway No. 2e will be at its commencement in the centre of Headingley Lane, and thence will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and north-eastward of that imaginary centre line of that lane, and will thence continue at a distance of four feet six inches from and north-eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of Headingley Lane at the termination of the tramway herein-before described.

(No. 2f.) A Tramway No. 2f, situate wholly in the township of Headingley-cum-Burley in the parish of Leeds, commencing by a junction with Tramway No. 2 at a point in Headingley Lane thirty feet or thereabouts south of the south-east corner of the Oak Inn, and terminating in Otley Road at a point thirty feet or thereabouts south-east of the north-east corner of the Skyrack Inn.

The centre line of the proposed Tramway No. 2f will be at its commencement in the centre of Headingley Lane, and will thence gradually diverge until in the length of half a chain it reaches Otley Road, and there attains the distance of four feet six inches from and north-eastward of the imaginary centre line of that road, and will thence continue at a distance of four feet six inches from and north-eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of Otley Road at the termination of the tramway herein-before described.

(No. 2g.) A Tramway No. 2g, wholly situate in the township of Headingley-cum-Burley in the parish of Leeds, and in Otley Road, commencing by a junction with Tramway No. 2 at a point one and a half chains or there-

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abouts southward of the termination of that tramway as herein-before described, and terminating in that road at a point forty feet or thereabouts south of the south-west corner of the Three Horse Shoes Inn.

The centre line of Tramway No. 2g will be at its commencement in the centre of Otley Road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at a distance of four feet six inches from and eastward of the imaginary centre line of that road until it reaches the termination of the tramway herein-before described.

(No. 3.) A Tramway No. 3, situate in the townships of Leeds, Potter Newton, and Chapel Allerton, in the parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, proceeding thence along Briggate, North Street, and Chapeltown Road, and terminating in that road at a point thirty feet west of the north corner of the Queen's Arms Hotel.

The centre line of proposed Tramway No. 3 will be at its commencement four feet six inches from and northward of the centre line of Boar Lane, and will thence curve in a northerly direction until it reaches a point in Briggate fifty-five feet north-west of the north-west corner of Duncan Street, at which point it will be seven feet from and westward of the imaginary centre line of Briggate, and will thence continue at that distance from and westward of the imaginary centre line of that street until it reaches a point two hundred and twenty feet south of the south-west corner of Lowerhead Row at its junction with Briggate, and from thence it will gradually approach until in a length of one chain it attains a distance of four feet six inches from and westward of the imaginary centre line of Briggate, proceeding thence at that distance from and westward of the imaginary centre line of Briggate and North Street to a point in the last-mentioned street twenty-five feet north of the north corner of Trafalgar Street at its junction with North Street, and thence it will gradually approach until in a length of one chain it reaches the centre of that street, continuing thence along the centre of that street until it reaches a point in that street thirty feet north-east of the south-east corner of the Leeds Cattle Market, whence it will gradually diverge until in a length of one chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that street, continuing thence at that distance from and westward of that imaginary centre line until it reaches a point in that street forty feet south-west of the south-west corner of the Old Tollhouse at the junction of North Street and Roundhay Road, whence it will gradually approach until in the distance of one chain it reaches the centre of Chapeltown Road, continuing thence along the centre of Chapeltown Road until it reaches a point in that road one hundred and ten feet north of the north-west corner of Cowper Street at its junction with Chapeltown Road, whence it will gradually diverge until in the length of half a chain it attains the distance of four feet six

inches from and westward of the imaginary centre line of that road, proceeding thence for a length of one chain at the distance of four feet six inches from and westward of that imaginary centre line, whence it will gradually approach until in the length of half a chain it reaches the centre of that road, proceeding thence along the centre of that road to a point in that road three hundred and forty feet south of the south-east corner of the gate-lodge to Newton Hall, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of that imaginary centre line, and proceeding thence for a distance of one chain at the distance of four feet six inches from and westward of that imaginary centre line, whence it will gradually approach until in the length of half a chain it reaches the centre of that road, proceeding thence along the centre of that road until it reaches a point in that road four hundred and eighty feet south of the south-west corner of Chapel Street at its junction with Chapeltown Road, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, continuing thence for a length of one chain at the distance of four feet six inches from and westward of that imaginary centre line, whence it will gradually approach until in a length of half a chain it reaches the centre of that road, from thence proceeding along the centre of that road until it reaches a point in that road one and one half chains southward of the termination of the tramway herein-before described, and from thence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, and thence continuing at that distance and westward of that imaginary centre line to the termination of the tramway herein-before described.

(No. 3a.) A Tramway No. 3a, situate wholly in the township of Leeds and parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, passing thence along Boar Lane, Briggate, and North Street, and terminating by a junction with Tramway No. 3 at a point in the last-mentioned street sixty feet south-eastward of the north-west corner of Trafalgar Street.

The centre line of the proposed Tramway No. 3a will be at its commencement four feet six inches from and southward of the imaginary centre line of Boar Lane, and will thence curve in a northerly direction to a point in Briggate forty-three feet west of the north-west corner of Duncan Street, at which point it will be seven feet from and eastward of that imaginary centre line until it reaches a point two hundred and twenty feet south of the south-west corner of Lowerhead Row at its junction with Briggate, whence it will gradually approach until in a length of one chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of Briggate, and will thence continue at a distance of four feet six inches from and eastward of the imaginary centre line of Briggate and North Street until it reaches a point in the last-mentioned street twenty

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feet westward of the north-west corner of Trafalgar Street, whence it will gradually approach until in a length of one chain it reaches the centre of North Street at the termination of the tramway herein-before described.

(No. 3b.) A Tramway No. 3b, situate in the township of Leeds and parish of Leeds, commencing by a junction with Tramway No. 3 in North Street at a point thirty feet north-east of the south-east corner of the Leeds Cattle Market, proceeding thence along North Street and into the Chapeltown Road, and terminating by a junction with Tramway No. 3 in that road at a point seventy feet or thereabouts north-west of the south-west corner of the Old Toll House at the junction of Chapeltown Road and Roundhay Road.

The centre line of the proposed Tramway No. 3b will be at its commencement in the centre of North Street, and will thence gradually diverge until in a length of one chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of North Street, continuing thence at that distance from and eastward of the imaginary centre line of North Street and Chapeltown Road until it reaches a point in that road opposite the south-west corner of the said Old Toll House, whence it will gradually approach until in a length of one chain it reaches the centre of Chapeltown Road.

(No. 3c.) A Tramway No. 3c, situate in the township of Potter Newton and parish of Leeds, commencing by a junction with Tramway No. 3 in the Chapeltown Road at a point one hundred and ten feet north of the north-east corner of Cowper Street at its junction with Chapeltown Road, continuing thence along that road, and terminating by a junction with Tramway No. 3 at a point in that road two chains or thereabouts north of the commencement of the tramway herein-before described.

The centre line of Tramway No. 3c will at its commencement be in the centre of Chapeltown Road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence proceed at that distance from and eastward of that imaginary centre line for a distance of one chain, and will thence gradually approach until in the length of half a chain it reaches the centre of Chapeltown Road at the termination of the tramway herein-before described.

(No. 3d.) A Tramway No. 3d, situate in the township of Potter Newton and parish of Leeds, commencing by a junction with Tramway No. 3 in the Chapeltown Road at a point three hundred and forty feet south of the south-east corner of the gate-lodge to Newton Hall, and terminating by a junction with Tramway No. 3 in the same road at a point two chains or thereabouts north of the point of commencement of the tramway herein-before described.

The centre line of the proposed Tramway No. 3d will be at its commencement in the centre of Chapeltown Road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence proceed at that distance from and eastward of that imaginary

centre line for a distance of one chain, and will thence gradually approach until in a length of half a chain it reaches the centre of that road at the point of termination of the tramway herein-before described.

(No. 3e.) A Tramway No. 3e, situate in the township of Potter Newton in the parish of Leeds, commencing by a junction with Tramway No. 3 in the Chapeltown Road at a point four hundred and eighty feet south of the south-west corner of Chapel Street at its junction with Chapeltown Road, and terminating by a junction with Tramway No. 3 at a point in that road two chains north of the commencement of that tramway as herein-before described.

The centre line of Tramway No. 3e will be at its commencement in the centre of Chapeltown Road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at that distance from and eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in the length of half a chain it reaches the centre of that road.

(No. 3f.) A Tramway No. 3f, situate in the township of Chapel Allerton and parish of Leeds, commencing by a junction with Tramway No. 3 at a point in Chapeltown Road one hundred feet or thereabouts south of the north-west corner of the Queen's Arms Hotel, and terminating at a point in that road twenty feet west of the said north-west corner of the Queen's Arms Hotel.

The centre line of Tramway No. 3f will be at its commencement in the centre of Chapeltown Road, and will thence gradually diverge until in a length of half a chain it attains a distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at that distance from and eastward of that imaginary centre line until it reaches the termination of the tramway herein-before described.

(No. 4.) A Tramway No. 4, situate in the township of Leeds in the parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, proceeding thence into and along Briggate and along Leeds Bridge, as authorised to be constructed by "The Leeds Improvement Act, 1869," and along Hunslet Lane, Hunslet Road, and Low Road, and terminating at the south-east end of Low Road at a point in that road one hundred and ninety feet south of the south-east corner of the Crooked Billet Inn.

The centre line of the proposed Tramway No. 4 will be at its commencement four feet six inches from and northward of the centre of Boar Lane, and will thence curve to the southward until in Briggate, where that street joins Boar Lane and Duncan Street, it will be seven feet from and east of the imaginary centre line of Briggate, and will thence continue at that distance from and east of that imaginary centre line to a point in that street one hundred and seventy feet north of the northern side of the bridge carrying the North-eastern Railway over Briggate, from which point it will gradually approach until in a length of half a chain it attains the

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distance of four feet six inches from and eastward of the imaginary centre line of Briggate, and will thence continue at that distance from and eastward of that imaginary centre line until it reaches the southern end of Briggate at its junction with Swinegate and Call Lane, and will thence proceed along Leeds Bridge, as authorised to be constructed by "The Leeds Improvement Act, 1869," at the distance of four feet six inches from and eastward of the imaginary centre line of that bridge, as that bridge is shown on the plans deposited for the purposes of that Act, until it reaches the northern end of Hunslet Lane, where that lane joins Bridge End and Dock Street, whence it will proceed at a distance of four feet six inches from and eastward of the imaginary centre line of Hunslet Lane until it reaches the western end of Hunslet Road, and thence along Hunslet Road at a distance of four feet six inches from and northward of the imaginary centre line of that road until it reaches a point in that road ninety feet west of the south-west corner of Crown Point Road, whence it will gradually approach until in the length of one chain it reaches the centre line of Hunslet Road, thence proceeding along the centre of Hunslet Road until it reaches a point in that road one hundred and eighteen feet south-east of the south-east corner of Crown Point Road, whence it will gradually diverge until in the length of half a chain it reaches the distance of four feet six inches from and north-eastward of the imaginary centre line of Hunslet Road, and will thence continue at that distance from and north-eastward of that imaginary centre line until it reaches a point at the south-eastern end of Hunslet Road fifty-five feet north of the north-east corner of Waterloo Street, whence it will gradually approach until in the length of one chain it reaches the imaginary centre line of Low Road, and will thence continue along the centre of Low Road until it reaches a point in that road thirty feet east of the north-west corner of Church Street, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and north-eastward of the imaginary centre line of Low Road, and will thence continue at a distance of four feet six inches from and north-eastward of the imaginary centre line of that road for a length of one chain, whence it will gradually approach until in a further length of half a chain it reaches the imaginary centre line of that road, whence it will proceed along the centre of that road until it reaches a point in that road one hundred and twenty feet north-west of the north-east corner of Pepper Lane, whence it will gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and north-eastward of the imaginary centre line of Low Road, and will thence proceed at that distance from and north-eastward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in a further length of half a chain it reaches the imaginary centre line of that road, and from thence it will proceed along the centre of that road until it reaches a point in that road sixty-five feet south of the south-west corner of the Crooked Billet Inn, whence it will gradually diverge until in a length of one chain it attains the distance of four feet six inches from and eastward of the imaginary centre line of that road, and will thence continue at that dis-

tance from and eastward of that imaginary centre line for a distance of one chain until it reaches the termination of the tramway herein-before described.

(No. 4a.) A Tramway No. 4a, situate in the township of Leeds and township of Hunslet in the parish of Leeds, commencing at the east end of Boar Lane at its junction with Briggate at a point ninety feet or thereabouts west of the north-west corner of Duncan Street at its junction with Briggate, passing thence in a southerly direction along Briggate, and along Leeds Bridge, as authorised to be constructed by "The Leeds Improvement Act, 1869," and along Hunslet Lane and Hunslet Road, and terminating by a junction with Tramway No. 4 at a point in the last-mentioned road thirty feet or thereabouts south-west of the south-west corner of Crown Point Road.

The centre line of the proposed Tramway No. 4a will be at its commencement four feet six inches from and southward of the centre of Boar Lane, and will thence curve to the southward until in Briggate, where that street joins Boar Lane and Duncan Street, it will be seven feet from and westward of the imaginary centre line of Briggate, and will thence continue at that distance from and westward of the imaginary centre line of that street until it reaches a point in that street one hundred and seventy feet north of the north side of the bridge carrying the North-eastern Railway over that street, whence it will gradually approach until in a length of half a chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that street, and will thence continue at that distance from and westward of the imaginary centre line of that street until it reaches the southern end of that street at its junction with Swinegate and Call Lane, and will thence proceed along Leeds Bridge as authorised to be constructed by "The Leeds Improvement Act, 1869," at a distance of four feet six inches from and westward of the imaginary centre line of that bridge, as that bridge is shown on the plans deposited for the purposes of that Act, and will thence continue at the same distance from and westward of the imaginary centre line of Hunslet Lane and Hunslet Road until it reaches the western end of Hunslet Road at a point ninety feet west of the south-west corner of Crown Point Road, and will thence gradually approach until in the length of one chain it reaches the centre of Hunslet Road at the termination of the tramway herein-before described.

(No. 4b.) A Tramway No. 4b, situate wholly in the township of Hunslet in the parish of Leeds, commencing by a junction with Tramway No. 4 at a point in Hunslet Road one hundred and eighteen feet south-east of the south-east corner of Crown Point Road, proceeding thence along that road and Low Road, and terminating by a junction with Tramway No. 4 at a point at the north-western end of Low Road twenty-seven feet east of the north-east corner of Waterloo Street.

The centre line of the proposed Tramway No. 4b will be at its commencement in the centre of Hunslet Road, and will thence gradually diverge until in the length of half a chain it attains the distance of four

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feet six inches from and south-westward of the imaginary centre line of Hunslet Road, and will thence continue at that distance from and south-westward of that imaginary centre line until it reaches a point at the south-eastern end of Hunslet Road fifty feet north of the north-eastern end of Waterloo Street, whence it will gradually approach until in the length of one chain it reaches the centre of Low Road at the termination of the tramway herein-before described.

(No. 4c.) A Tramway No. 4c, situate wholly in the township of Hunslet in the parish of Leeds, commencing by a junction with Tramway No. 4 at a point in Low Road thirty feet south-east of the north-eastern corner of Church Street, continuing thence for a distance of two chains or thereabouts, and terminating by a junction with Tramway No. 4 at a point in Low Road one hundred and sixty-two feet south-eastward of the north-east corner of Church Street.

The centre line of Tramway No. 4c will be at its commencement in the centre of Low Road, and will thence gradually diverge until in a length of half a chain it attains the distance of four feet six inches from and south-west of the imaginary centre line of Low Road, and will thence continue at that distance from and south-westward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in a further length of half a chain it reaches the centre of Low Road at the point of termination of the tramway herein-before described.

(No. 4d.) A Tramway No. 4d, situate wholly in the township of Hunslet in the parish of Leeds, commencing by a junction with Tramway No. 4 in Low Road at a point one hundred and twenty feet north-west of the north-east corner of Pepper Lane, and terminating by a junction with Tramway No. 4 at a point in Low Road thirty feet east of the north-east corner of Pepper Lane.

The centre line of Tramway No. 4d will at its commencement be in the centre of Low Road, and will thence gradually diverge until in the length of half a chain it attains the distance of four feet six inches from and south-westward of the imaginary centre line of that road, and will continue at that distance from and south-westward of that imaginary centre line for a distance of one chain, whence it will gradually approach until in a further length of half a chain it reaches the centre of that road at the point of termination of the tramway herein-before described.

(No. 4e.) A Tramway No. 4e, two chains or thereabouts in length, situate in the township of Hunslet in the parish of Leeds, commencing by a junction with Tramway No. 4 in Low Road at a point sixty-five feet south of the south-west corner of the Crooked Billet Inn, and terminating at a point in Low Road one hundred and ninety-two feet or thereabouts south of the south-east corner of the Crooked Billet Inn.

The centre line of the proposed Tramway No. 4e will be at its commencement in the centre of Low Road, and will thence gradually diverge until in a length of one chain it attains the distance of four feet six inches from and westward of the imaginary centre line of that road, and will thence continue at that distance from and westward of that imaginary

centre line for a length of one chain, until it reaches the termination of the tramway herein-before described.

(No. 5.) A Tramway No. 5, situate wholly in the township of Leeds and parish of Leeds, commencing in Briggate at a point thirty-five feet or thereabouts north-east of the north-east corner of Boar Lane at its junction with Briggate, thence continuing along Briggate, Kirkgate, and Marsh Lane, and terminating in Marsh Lane opposite the south-west corner of the Shoulder of Mutton Inn.

The centre line of the proposed Tramway No. 5 will be at its commencement seven feet from and westward of the imaginary centre line of Briggate, and will thence continue at that distance from and westward of that imaginary centre line until it reaches a point in Briggate fifty feet south-east of the south-east corner of Commercial Street, and will thence curve to the north-east until it reaches the west end of Kirkgate, where it will be two feet six inches from and northward of the imaginary centre line of Kirkgate, and will thence continue at that distance from and northward of the imaginary centre line of Kirkgate until it reaches a point in Kirkgate twenty-five feet north-east of the north-east corner of Call Lane, and will thence gradually diverge until in a length of half a chain it attains the distance of three feet six inches from and northward of the imaginary centre line of Kirkgate, and will thence continue at the distance of three feet six inches from and northward of the imaginary centre line of Kirkgate and Marsh Lane until it reaches the termination of the tramway herein-before described.

(No. 5a.) A Tramway No. 5a, situate wholly in the township of Leeds in the parish of Leeds, commencing in Briggate by a junction with Tramway No. 5, at a point thirty-five feet or thereabouts north of the north-east corner of Boar Lane at its junction with Briggate, proceeding thence across Briggate into and along Duncan Street, Call Lane, Kirkgate, and Marsh Lane, and terminating in Marsh Lane opposite the south-west corner of the "Shoulder of Mutton Inn."

The centre line of the proposed Tramway No. 5a will be at its commencement at the distance of seven feet from and westward of the imaginary centre line of Briggate, and will thence curve in a south-easterly direction until it reaches the west end of Duncan Street, where it will be at the distance of two feet six inches from and southward of the imaginary centre line of that street, and will thence continue at that distance from and southward of the imaginary centre line of Duncan Street and Call Lane until it reaches a point in Call Lane fifteen feet south-west of the north-east corner of Crown Street at its junction with Call Lane, and will thence proceed along the proposed new street authorised by "The Leeds Improvement Act, 1866," at a distance of four feet six inches from and south-eastward of the imaginary centre line of that proposed street, as that street is shown on the plans deposited for the purposes of that Act, until it reaches a point in Call Lane forty feet west of the north-east corner of Call Lane at its junction with Kirkgate, thence curving to the north-eastward until it reaches a point in Kirkgate forty feet east of the north-

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east corner of Call Lane at its junction with Kirkgate, where it will be three feet six inches from and southward of the imaginary centre line of Kirkgate, and will thence continue at that distance from and southward of the imaginary centre line of Kirkgate and the imaginary centre line of Marsh Lane until it reaches the point of termination of the tramway herein-before described.

(No. 5b.) A Tramway No. 5b, one chain or thereabouts in length, situate wholly in the township of Leeds and parish of Leeds and in Marsh Lane, commencing by a junction with Tramway No. 5a at a point in Marsh Lane fifty feet east of the south-east corner of York Street at its junction with Marsh Lane, and terminating by a junction with Tramway No. 5 at a point in Marsh Lane one chain west of the termination of Tramway No. 5 herein-before described.

The centre line of the proposed Tramway No. 5b will be at its commencement three feet six inches from and southward of the imaginary centre line of Marsh Lane, and will thence gradually approach until in a length of half a chain it intersects that imaginary centre line, and will thence gradually diverge until in the further length of half a chain it attains the distance of three feet six inches from and north-westward of the imaginary centre line of that lane at the termination of the tramway herein-before described.

All the tramways herein-before described will pass or be made from, in, through, or into the several townships of Leeds, Hunslet, Headingley-cum-Burley, Potter Newton, and Chapel Allerton, in the parish of Leeds, all in the west riding of the county of York.

Power to make additional crossing places, &c.

7. The Promoters may, subject to the provisions of this Order, with the consent of the corporation, from time to time make, maintain, alter, and remove in the borough of Leeds such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this Order or on the deposited plans, as they find necessary or convenient for the efficient working of the tramways, or for providing access to any warehouses, stables, or carriage-houses, or works connected with the undertaking.

Traffic upon Tramways.

Traffic upon tramways.

8. The tramways may be used for the purpose of conveying passengers, animals, goods, materials, and parcels.

Tolls.

Tolls for passengers.

9. The Promoters may demand and take for every passenger travelling upon any of the tramways, or any part thereof, including tolls for the use of the tramway and the 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 Promoters may charge for any less distance than three miles any sum not exceeding threepence.

Provided always, that if at any time after three years from the opening for public traffic of any of the tramways it is represented in writing to the Board

of Trade by the local authority of any district in which such tramway is wholly or partly situate, or by twenty inhabitant ratepayers of any such district, that the Promoters 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 by a referee to be appointed by the said Board in accordance with the provisions of "The Tramways Act, 1870," and if such referee report that the truth of the representation has been proved to his satisfaction, the said Board may make an order in writing limiting the amount of the rates and fares to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to twopence, and the Promoters 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.

Passengers luggage.

10. Every passenger travelling upon any of the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares for labouring classes.

11. The Promoters at all times after the opening of the tramways for public traffic shall and they are hereby required to run carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the Promoters, nevertheless, not being required to take any fare less than one penny): Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Tolls for animals and goods.

12. The Promoters may demand and take in respect of any animals, goods, materials, articles, or things conveyed by them on the tramways, except as is by this Order specially provided, including the tolls for the use of the tramways, and for waggons, trucks, and motive power, and every other expense incidental to the conveyance, any tolls or charges not exceeding the rates per mile specified in the schedule to this Order annexed.

Promoters not to be bound to carry goods unless as provided in Order.

13. The Promoters shall not, except as by this Order otherwise provided, be bound to carry, unless they think fit, any parcels, goods, articles, or things, other than passengers luggage not exceeding twenty-eight pounds in weight.

Provisions as to carriage of parcels, goods, &c.

14. The Promoters may, and when required by the corporation shall, carry in separate carriages, or separate parts of carriages set apart for that purpose, parcels, goods, articles, or things; provided that this shall not apply to the carriage of passengers luggage.

As to payment of tolls.

15. The tolls and charges by this Order authorised shall be paid to such persons and at such places upon or near to the tramways, and in such manner and under such regulations, as the Promoters may, by notice to be annexed to the list of tolls, appoint.

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Miscellaneous.

Provision as to extension of tramways.

16. The Promoters shall from time to time, if and when required by the corporation, by resolution under their corporate seal left at the principal office for the time being of the Promoters at Leeds, apply for and use their best exertions to obtain a Provisional Order or Provisional Orders to extend the system of tramways in Leeds to the extent and in the manner to be specified and defined in any such resolution: Provided always, that the Promoters shall not be bound to apply for such Order unless such extensions can be constructed and worked so as to afford and give a fair and adequate return to the Promoters on the cost to be expended in applying for, obtaining, constructing, and working the same.

Provisions as to omnibuses in connexion with tramways.

17. The Promoters shall be bound, if required by the corporation, to provide and work in connexion with the tramways, or any part or portion thereof for the time being open for traffic, omnibuses to all places within the borough of Leeds to which omnibuses are at present run, if after the construction of the tramways any such omnibuses shall be permanently discontinued.

Provisions as to fulfilment by Promoters of their obligations to corporation.

18. As security to the corporation for the due fulfilment by the Promoters of the obligations to which under the provisions of this Order they are liable, the Promoters shall, in addition to complying with the provisions of section 12 of "The Tramways Act, 1870," within one month after the passing of the Act confirming this Order, invest to the satisfaction of the town clerk of the borough of Leeds, in the joint names of themselves and the said town clerk, in this Order referred to as the trustees, the sum of five thousand pounds, or, at the option of the corporation, assign to the trustees such other security of not less value as the corporation may consider sufficient; and the said sum, or any such security to be substituted in lieu thereof, shall be held by the trustees on trust to pay and make good to the corporation any claim which may arise at their instance against the Promoters, and if any difference arises between the corporation and the Promoters in relation to any such claim, the question in difference shall be determined by arbitration in manner provided by "The Companies Clauses Act, 1845," for the settlement of disputes by arbitration: Provided that so long as no claim shall be established at the instance of the corporation against the Promoters the interest or dividend on the sum so invested or secured shall be payable to and receivable by the Promoters.

Provisions as to general Acts.

19. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

THE SCHEDULE.

Rates for the Conveyance of Animals, Goods, &c. per Mile.

Animals.

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

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

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

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, tenpence per ton:

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, tenpence per ton:

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, one shilling per ton:

For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, one shilling and threepence per ton:

For every carriage, of whatever description, two shillings.

Small Packages.

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, such sums as the Promoters may think fit:

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

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exceed eight tons, such sum as the Promoters may 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, such sum as the Promoters may think fit.

Regulations as to Tolls.

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

For a fraction of a ton the Promoters may demand tolls according to the number 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:

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

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.

Lowestoft and Yarmouth.

LOWESTOFT AND YARMOUTH TRAMWAY.

Order authorising the construction of a Tramway between Gorleston and Great Yarmouth, in the county of Suffolk.

Short title.

1. This Order may be cited as "The East Anglian Tramway Order, 1871."

Incorporation of Acts.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking,) and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation.

3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that the expression "the tramway" or "the undertaking" shall mean the tramway and works and undertaking by this Order authorised:

The expression "the corporation" shall mean the mayor, aldermen, and burgesses of the borough of Great Yarmouth:

The expression "the local board" shall mean the local board for Gorleston and Southtown in the counties of Norfolk and Suffolk.

The Promoters.

Promoters.

4. The East Anglian Tramway Company (Limited) shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement.

5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole five acres.

Construction of Tramway.

Construction of tramway.

6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramway herein-after described, with all proper rails, plates, turn-outs or passing places, offices, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

The tramway authorised by this Order is:—

A tramway commencing in the parish or place of Gorleston, in the borough of Great Yarmouth, in the county of Suffolk, at a point 17 chains or thereabouts south of the junction of Church Lane with the High Street, thence proceeding in a northerly direction along the turnpike road through the parishes or places of Gorleston and South Town, otherwise Little Yarmouth-with-West Town, and terminating in the said last-mentioned parish or place at a point in the centre of the turnpike road about twenty yards southward of the place where the Great Eastern Railway Company's siding from the South Town station crosses the said turnpike road, all of which tramway will be situate in the said borough.

Tramway not to be laid till sewers completed.

7. Whereas the local board are engaged in carrying out a system of sewerage and drainage within their district according to a plan which has been approved by the Secretary of State for the Home Department, therefore the Promoters shall not (except with the consent in writing of the local board under the hand of their clerk) lay down the tramway in or interfere with the surface of any street, road, or highway over or along which the tramway is intended to pass until the local board have completed the sewers and drains under such street, road, or highway, or until the 26th day of June 1872, which shall first happen, and the 18th section of "The Tramways Act, 1870," shall be read and construed as if the periods of one year and two years therein mentioned for the commencement and completion of the tramway had respectively been two years and three years.

Local board to have access to sewers.

8. The local board shall at all times have free access to and communication with all their sewers and drains, and power to lay lateral and private drains to communicate therewith, without the consent or concurrence of the Promoters, and the provisions contained in the 32d and 33d sections of "The Tramways Act, 1870," shall be applicable in the case of any sewer or drain of the local board as if the same were a pipe for the supply of gas or water.

Penalty for not maintaining rails and road in good condition.

9. The Promoters shall at all times maintain and keep in good condition and repair the rails of which any of the tramways shall for the time being consist, and if the Promoters at any time fail to comply with this provision or with any of the requirements of section twenty-eight of "The Tramways Act, 1870," they shall be subject to a penalty not exceeding five pounds for every day on which such act of omission continues; and such penalty may be recovered as by clause fifty-six of the said Act is provided.

Traffic upon the Tramway.

Traffic upon the tramway.

10. The Promoters may, subject to the provisions of this Order, carry passengers along the tramway, and for this purpose may provide suitable carriages, and may also convey animals, goods, and merchandise of any description in trucks,

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waggons, and carriages, and may provide trucks, waggons, and carriages for this purpose.

Tolls.

Tolls for passengers.

11. The Promoters may demand and take for every passenger travelling upon the tramway, or any part thereof, including tolls for the use of the tramway and the carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding fourpence.

Passengers luggage.

12. Every passenger travelling upon the tramway may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares for labouring classes.

13. The Promoters shall, and they are hereby required, at all times after the opening of the tramway for public traffic, to run at least two carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at fares not exceeding one penny per mile: Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Tolls for goods.

14. The Promoters may demand and take in respect of any animals, goods, materials, articles, or things conveyed by them, except as is by this Order specially provided, any sums not exceeding the rates respectively specified in the Schedule (A.) to this Order annexed.

As to payment of tolls.

15. The tolls and rates by this Order authorised shall be paid to such persons, and at such places upon or near to the tramway, and in such manner and under such regulations as the Promoters may by notice annexed to the list of tolls appoint.

Lighting of streets or roads.

16. The Promoters may contract with any company, local or road authority, or other body or persons, for or with reference to the lighting of all or any or any part of the streets or roads along which the tramway is laid.

Form and delivery of notices.

17. With respect to the notices to be given by or to the Promoters, and to the delivery thereof by or to the Promoters, 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 the corporation shall be sufficiently authenticated by being signed by the town clerk or by the borough surveyor, and if given by any other road authority, by being signed by their clerk or secretary:

2. Any notice to be delivered by or to the Promoters 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 Promoters (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.

Terms upon which the consent of the corporation

18. Whereas the consent of the corporation to the application of the Promoters for a Provisional Order authorising the construction of the tramway was given

subject to certain terms and conditions mentioned in the Schedule (B.) to this Order annexed:

Be it enacted, that the Promoters shall duly observe all and every the said terms and conditions, and shall give effect to the same as if the same were in this Order expressly set forth, and that all and each of the powers by this Order conferred upon the Promoters shall be exercised and may be enjoyed by the Promoters subject in every respect to the said terms and conditions.

was obtained, to be observed.

Provisions as to general Acts.

19. Except as regards the periods for the commencement and completion of the tramway, nothing in this Order contained shall be deemed or construed to exempt the tramway from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

SCHEDULE (A.)

Rates for the Conveyance of Animals, Goods, &c.

Animals.

For every ox, cow, bull, or head of neat cattle - -	Twopence.
For every calf or pig, sheep, lamb, or other small animal -	One penny.

Goods.

For all coals, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways - - - - - -	Threepence.
For all coke, culm, charcoal, sand, lime, and limestone, and all stones for building, pitching, and paving, all bricks, tiles, slates, clay, chalk, marl, iron, ironstone, copper, tin, lead, and iron ore - - - - per ton	Fivepence.
For all pig iron, bar iron, rod iron, hoop iron, and all other similar descriptions of wrought iron and iron castings not manufactured into utensils or other articles of merchandise - - - - - per ton	Fivepence.
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, and deals, metals (except iron), tinned nails, nails, anvils, vices, and chains - - per ton	Sixpence.
For all cotton and other wools, drugs, manufactured goods, fish, and all other wares, merchandise, articles, matters, or things - - - - - per ton	Eightpence.

Small Packages.

For every parcel not exceeding seven pounds in weight - -	Fivepence.
For every parcel exceeding seven pounds in weight but not exceeding fourteen pounds in weight - - -	Sevenpence.
For every parcel exceeding fourteen pounds in weight but not exceeding twenty-eight pounds in weight - - -	Ninepence.
For every parcel exceeding twenty-eight pounds in weight but not exceeding fifty-six pounds in weight - -	One shilling.

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For every parcel exceeding fifty-six pounds in weight but not exceeding one hundred and twelve pounds in weight - - Two shillings.

For parcels exceeding one hundred and twelve pounds in weight the Promoters may demand such sum as they think fit.

REGULATIONS AS TO TOLLS.

Fractional parts of a ton.

For a fraction of a ton the Promoters may demand toll according to the number of 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:

Small packages.

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

SCHEDULE (B.)

(*a.*) That the number and situation of the turn-outs or passing places to be made by the Promoters shall be determined by the corporation, and in the event of any difference between them and the Promoters, the matter in difference shall be settled by the Board of Trade, who shall also direct by whom the expense attending such settlement shall be paid.

(*b.*) That only a single line of tramway be constructed.

(*c.*) That the corporation may apply at any time to the Board of Trade to reduce the tolls and rates to be taken by the Promoters, and if upon hearing the Promoters and all parties, the Board of Trade shall be satisfied that such tolls and rates can be properly reduced, the Board may make the Order accordingly.

(*d.*) That the Promoters shall be required to apply any improvement in the rail or tramway which experience may from time to time suggest, having regard to the greater security of the public and the advantage to the traffic, but the Promoters shall not be required to comply with this provision except by an order of the Board of Trade.

(*e.*) That no lease or sale be made by the Promoters of the tramway to any persons, corporation, or company, until the requirements (mutatis mutandis) as to notice and deposit of documents contained in section 19 of "The Tramways Act, 1870," with reference to the leasing of a tramway by a local authority, have been complied with, and the corporation shall be entitled to be heard before the Board of Trade upon the sanction of any lease or sale.

WALLASEY TRAMWAYS.

Order authorising the construction of Tramways in the Parish of Wallasey in the County Palatine of Chester.

Short title. 1. This Order may be cited as "The Wallasey Tramways Order, 1871."

Incorporation of Acts. 2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry on lands by the Promoters of the undertaking,) and of "The Tramways Act, 1870," are hereby incorporated with this Order, except where the same are expressly varied by this Order.

Interpretation. 3. The several words and expressions to which by the Acts in whole or in part incorporated with this Order meanings are assigned have in this Order the same respective meanings:

Provided that the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Order authorised.

The Promoters.

Promoters. 4. The Wallasey Tramways Company (Limited) shall be the Promoters for the purposes of this Order, and are in this Order referred to as "the Promoters."

Land by agreement. 5. The Promoters may, by agreement, from time to time purchase and acquire such land as may be necessary for the undertaking, not exceeding in the whole five acres.

Construction of Tramways.

Construction of tramways. 6. The Promoters may construct and maintain, subject to the provisions of this Order, and in accordance with the plans and sections deposited for the purposes of this Order (in this Order referred to as the deposited plans and sections), the tramways herein-after 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.

The tramways authorised by this Order are:—

Tramway No. 1 (being 1 mile 3 furlongs 9·15 chains in length), commencing in the township of Poulton-cum-Seacombe, in the parish of Wallasey, in the county palatine of Chester, in Church Road, at a point 20 yards or thereabouts north-west of the north-east angle of the Marine Hotel, and four feet north of the centre line of Church Road, passing thence along Church Road, Victoria Road, Liscard Road, to and into the main road in Liscard Village, and terminating in the township of Liscard in the said parish of Wallasey, in the main road 43 feet or thereabouts north-west of the north-west angle of the Blue Bell Inn, Liscard:

Tramway No. 2 (being 1 mile 1 furlong 2 chains in length), commencing in the said township of Liscard, at or near the point mentioned here-

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after as the terminus of Tramway No. 9, passing thence along the main road in Liscard Village, Rake Lane, Upper Brighton, Rowson Street, and terminating in Rowson Street, 25 feet or thereabouts south-east of the point of intersection of that street and Victoria Road in New Brighton, in the said parish of Wallasey:

Tramway No. 3 (being 6 furlongs 9·21 chains in length), commencing in Poulton-cum-Seacombe aforesaid, in Church Road, 33 yards or thereabouts south-east of the south-west angle of Victoria Road, passing thence across Victoria Road and along Brighton Street, King Street, and terminating at its northern end:

Tramway No. 5 (being 2 furlongs 6 chains in length), commencing in Manor Road at its junction with String Hey Road, passing along Manor Road, and terminating in the same road about eighty feet east of the north-east angle of the wall in front of Manor Terrace in the township of Liscard:

Tramway No. 8 (being 8·65 chains in length), commencing in Manor Road, Liscard, about eighty feet north-east of the north-east angle of the wall in front of Manor Terrace, passing along Manor Road and terminating in the main road in Liscard Village, about forty-three feet north-west of the north-west angle of the Blue Bell Inn, Liscard:

Tramway No. 9 (being 6·38 chains in length), commencing at the same point as Tramway No. 8 and forming a junction with the same, passing along Queen Street, and terminating in Rake Lane at the commencement of Tramway (No. 2) ninety feet or thereabouts north-west of the north angle of the Queen's Arms Hotel, all in the township of Liscard:

Tramway No. 10 (being 6 chains in length), passing along the south side of Church Road, and converging on Tramway (No. 1) at a point about thirty feet east of the north-east angle of Saint Paul's Church:

Tramway No. 11 (being 3·20 chains in length), diverging from Tramway (No. 2) in Rowson Street, at a point opposite the north angle of Church Street and Rowson Street, passing along Rowson Street for a length of about three and a quarter chains, and terminating on the west side of Rowson Street at a point about twenty-five feet south-east of the intersection of Victoria Road and Rowson Street in New Brighton aforesaid; and such tramways will be laid at a maximum distance of four feet from and west of the centre line of Rowson Street:

Tramway or passing place (No. 12), diverging from Tramway (No. 1) in Church Road, at a road between Fell Street and Abbotsford Street, for a distance of two chains, (the greatest lateral divergence being about four feet east of the centre line of such street,) and converging on Tramway (No. 1) about two chains north of such point of divergence:

Tramway or passing place (No. 13), diverging from Tramway (No. 1) in the main road, Liscard, at a point nearly opposite the north-west angle of the wall of Brougham House, (the greatest lateral divergence being about four feet north-east of the centre line of such road,) and converging

on Tramway (No. 1) at a point about two chains north-west of such point of divergence:

Tramway or passing place (No. 14), diverging from Tramway (No. 1) in Liscard Road at a point about five chains west of the north-west angle of the gateway of St. John's Church, (the greatest lateral divergence being about four feet north of the centre line of such road,) and converging on the same tramway at a point about two chains west of its divergence:

Tramway or passing place (No. 15), diverging from No. 1 in the main road in Liscard Village at a point forty feet north-west of the north-west angle of the Blue Bell Inn, (the greatest lateral divergence being about four feet west of the centre line of the said road,) and converging on the same tramway in the said road two chains from and south-west of such divergence:

Tramway or passing place (No. 16), diverging from Tramway (No. 2) in Rake Lane at a point forty feet north of the north-west angle of the wall of Pleasant View House, (the greatest lateral divergence being about four feet east of the centre line of Rake Lane,) and converging on the same tramway in Rake Lane at a point opposite Withen Lane:

Tramway or passing place (No. 17), diverging from Tramway (No. 2) at a point in Upper Brighton thirty feet from the upper end of Rowson Street, (the greatest divergence laterally being four feet east of centre line of such street,) and converging on Tramway (No. 2) in such street two chains south of such divergence:

Tramway or passing place (No. 18), diverging from Tramway (No. 3) in King Street, at a point opposite the angle of that street and Church Street, (the greatest divergence laterally being four feet east of centre line of King Street,) and converging on same tramway in that street two chains from and north of said point of divergence:

which several tramways, passing places, and works will pass through or into the parishes, townships, or places of Wallasey, Poulton-cum-Seacombe, Liscard, Egremont, North Egremont, Upper Brighton, and New Brighton, all in the said county palatine of Chester.

Deviation from centre of the road in certain cases.

7. Where any part of any of the tramways, if constructed according to the deposited plans and sections, would be so laid that a less space than nine feet six inches would intervene between the outside of the footpath on either side of the road and the inside rail of the tramway, the Promoters shall not construct such part in accordance with the deposited plans and sections, but they may and they are hereby required to deviate from the said deposited plans and sections, and to construct such part of such tramway on one side of the road.

The side of the road upon which such tramway is to be constructed shall be decided by the local authority.

Tramways to be kept on level with surface of roads.

8. If any road authority shall hereafter alter the level of any road along or across which any of the tramways is laid or authorised to be laid, the Promoters may and shall from time to time alter or (as the case may be) lay their

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rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Application of road materials excavated in construction of Promoters works.

9. Any paving, metalling, or material excavated by the Promoters in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Promoters, so far as may be necessary, in or towards the reinstating of the road, and the maintenance, for six months after the completion of any of the tramways within the district of such road authority, of so much of the roadway on either side of such tramways as the Promoters are by this Order or by "The Tramways Act, 1870," required to maintain; and the Promoters shall, if so required, deliver the surface paving, metalling, or material not used or required to be retained for the purposes aforesaid to the surveyor for the time being of the road authority, or to such person or persons as he may appoint to receive the same: Provided, that if within seven days after the excavation of any such paving, metalling, or material, the surplus thereof as aforesaid is not removed by the said surveyor, or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Promoters, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Promoters and any road authority or surveyor or other person with reference to any of the matters aforesaid shall be determined in manner provided by "The Tramways Act, 1870," with respect to differences between the Promoters and any road authority.

Traffic upon the Tramways.

Traffic upon the tramways.

10. The tramway may be used for the purpose of conveying passengers, goods, materials, and parcels.

Tolls.

Tolls for passengers.

11. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls for the use of the tramway and the 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 Promoters may charge for any less distance than three miles any sum not exceeding threepence: Provided always, that if at any time after three years from the opening for public traffic of any of the tramways it shall be represented in writing to the Board of Trade by the local authority of any district in which such portion is wholly or partially situate, or by twenty inhabitant ratepayers of any such district, that the Promoters 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 by a referee to be appointed by the said Board in accordance with the provisions of "The Tramways Act, 1870," and if such referee report that the truth of such representation has been proved to his satisfaction, the Board may make an order in writing limiting the amount of the rates and fares to be thenceforth

charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to twopence, and the Promoters shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time, after making any such order, revoke or modify the same for good cause shown to them.

Passengers luggage.

12. Every passenger travelling upon any of the tramways may take with him his personal luggage, not exceeding twenty-eight pounds in weight, without any charge being made for the carriage thereof.

Cheap fares for labouring classes.

13. The Promoters, at all times after the opening of the tramways for public traffic, shall and they are hereby required to run at least two carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours, not being later than seven in the morning or earlier than six in the evening respectively, as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the Promoters, nevertheless, not being required to take any fare less than one penny): Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Promoters for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Maximum tolls for animals and goods.

14. The Promoters may demand and take 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, any tolls or charges not exceeding the rates per mile specified in the schedule to this Order annexed.

Promoters not to be bound to carry goods.

15. The Promoters shall not be bound to carry, unless they think fit, any parcels, goods, articles, or things other than passengers luggage not exceeding twenty-eight pounds in weight.

As to payment of tolls.

16. The tolls and charges by this Order authorised shall be paid to such persons, and at such places upon or near to the tramways, and in such manner, and under such regulations as the Promoters may by notice annexed to the list of tolls appoint.

Miscellaneous.

Form and delivery of notices.

17. With respect to notices, and to the delivery thereof by or to the Promoters, 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 the local authority or any road authority by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the Promoters to or by any local authority, or 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 Promoters, 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.

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Provisions as to general Acts.

18. Nothing in this Order contained shall be deemed or construed to exempt the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament.

SCHEDULE.

Rates for the Conveyance of Animals, Goods, &c.

Animals.

	s.	d.
For every horse, mule, or other beast of draught or burden -	0	3
For every ox, cow, bull, or head of cattle - - -	0	3
For calves, pigs, sheep, and small animals - - -	0	2

Goods.

For all coals, culm, cannel, limestone, chalk, lime, slates, clay, iron-stone, iron ore, undressed or scabbled stones for building, pitching, and paving, slag, stone, salt, sand, cinders, and all undressed materials for the repair of public roads, per ton -	0	3
For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron, not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, tiles, bricks, coke, charcoal, dung, manure, and compost, per ton - - - -	0	4
For all timber or wood, per ton - - -	0	3
For all sugar, grain, corn, flour, hides, dye woods, earthenware, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton - - -	0	5
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton - - - - - - -	0	6
For every carriage, of whatever description - - -	1	0

Small Parcels.

For any parcel not exceeding seven pounds in weight - -	0	3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight - - - -	0	5
For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight - - - -	0	7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight - - - - -	0	9
For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Promoters may demand any sum which they think fit.		

Regulations as to Tolls.

For a fraction of a mile beyond three miles or beyond any greater number of miles, the Promoters may demand tolls and charges on animals and goods for such fraction in proportion to the numbers of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile, and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile:

For a fraction of a ton the Promoters 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:

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

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:

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.

Single Articles of great Weight.

	s.	*d.*
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, exceeds four tons, but does not exceed eight tons, per ton - - -	3	0
Any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, exceeds eight tons, the Promoters may demand such sum as they think fit.		

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