CHAPTER cxcvii.

An Act for confirming certain Provisional Orders made by the Board of Trade under The Tramways Act, 1870, relating to Cardiff, Dewsbury, Batley, and Birstal, Felixstowe and Fagborough Cliff, Ipswich and Felixstowe, Leicester, Middlesbrough and Stockton, Neath and District, and Newport (Monmouthshire). [28th July 1873.] A.D.

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 as 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:

1. This Act may be cited as "The Tramways Orders Confirmation Act, 1873." Short t

2. The several Orders as set out in the Schedule to this Act annexed 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, and the dates of the same respectively shall be the date of the passing of this Act. Confirm of Ord schedu

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SCHEDULE.

List of Orders.

1. Cardiff Tramways.—Order authorising the Cardiff Tramways Company, Limited, to construct additional Tramways in the parishes of St. Mary, Cardiff, and St. John, Cardiff, in the county of Glamorgan.

2. Dewsbury, Batley, and Birstal Tramways.—Order authorising the construction of Tramways in the parishes of Dewsbury, Batley, and Birstal, in the West Riding of the county of York.

3. Felixstowe and Fagborough Cliff (Walton) Tramway.—Order authorising the construction of a Tramway in the parishes of Felixstowe, Walton, and Trimley Saint Mary, all in the county of Suffolk.

4. Ipswich and Felixstowe Tramways.—Order authorising the construction of Tramways from the Ipswich Station of the Great Eastern Railway in the borough of Ipswich to Felixstowe in the county of Suffolk.

5. Leicester Tramways.—Order authorising the construction of Tramways in and near Leicester.

6. Middlesbrough and Stockton Street Tramways.—Order authorising the construction of Tramways from Middlesbrough to Stockton-on-Tees.

7. Neath and District Tramways.—Order authorising the construction of Tramways in the town of Neath and its neighbourhood, in the county of Glamorgan.

8. Newport (Monmouthshire) Tramways.—Order authorising the construction of Tramways in the borough of Newport, and the adjacent districts in the county of Monmouth.

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CARDIFF TRAMWAYS.

Order authorising the Cardiff Tramways Company, Limited, to construct additional Tramways in the Parishes of St. Mary, Cardiff, and St. John, Cardiff, in the County of Glamorgan.

Short title.

1. This Order may be cited as "The Cardiff Tramway Order, 1873."

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.

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."

Prov[illegible] of the[illegible] Tra[illegible] Ord[illegible] to e[illegible] tra[illegible]

5. The provisions of sections 9, 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 24 of the Cardiff Tramways Order, 1871, (in this Order referred to as "the Order of 1871,") shall extend and apply to the tramways as if the same had been included in and authorised by the Order of 1871: Provided always, that the tramways authorised by this Order, and the tramways authorised by the Order of 1871, shall for the purposes of tolls and charges be considered as one tramway, even though passengers shall, for the purpose of travelling over the same, be forced to change carriages; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the tramways authorised by this Order and partly on the tramways authorised by the Order of 1871 for a less distance than one mile, tolls and charges may only be charged as for one mile.

Land by agreement.

6. 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 three acres, in addition to any land they are authorised to purchase and acquire by the Order of 1871.

Construction of Tramways.

Construction of tramways.

7. 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, the tramways herein-after described, with all proper

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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.) A tramway (No. 1) (one furlong five chains and six yards in length), commencing in Saint Mary's Street by a junction with the tramway No. 1 authorised by the Order of 1871 at or near the "Circus," and passing thence in a southerly direction along Saint Mary's Street, and thence into and along Mill Lane and the bridge called or known as Hayes Bridge, and terminating on that bridge by a junction with the said authorised Tramway No. 1 at a point opposite Bridge Street:

(1A.) Tramway or passing-place (No. 1A) (two chains and eight yards in length), commencing and terminating by junctions with the proposed Tramway No. 1, the point of commencement being $1\frac{3}{4}$ chains from the point of commencement of that tramway, as above described, and the point of termination 4 chains from such commencement:

A tramway or stable connecting line (No. 2) (two chains and twenty-one yards in length), commencing in St. Mary's Street aforesaid by a junction with the Tramway No. 1 authorised by the Order of 1871 at a point about one chain north of the junction of Wood Street and St. Mary's Street, and passing thence in a southerly direction along St. Mary's Street, into and in a westerly direction along Wood Street, and terminating at a point eight yards from and west of the north-western corner of the Circus in that street:

A tramway (No. 4) (four chains and five yards in length), wholly situate in Newport Road, and commencing by a junction with the Tramway No. 6 authorised by the Order of 1871, at its termination, and passing thence in an easterly direction, and terminating at a point five and a half chains east of the junction of Plucca Lane with the said Newport Road:

Tramway (No. 4A) (two chains and twelve yards in length), wholly situate in the Newport Road aforesaid, commencing by a junction with the Tramway No. 6 authorised by the Order of 1871 at a point half a chain west of Plucca Lane, and passing thence in an easterly direction, and terminating by a junction with the Tramway No. 4 above described at a point two chains east of Plucca Lane.

Provided that the Promoters shall not construct the Tramways Nos. 4 and 4A, or any part or parts thereof respectively, without in each case the consent of the Corporation of the borough of Cardiff, under their corporate seal.

Promoters may be required to use improved form of rail.

8. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

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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.

Penalty for not maintaining rails and road in good condition.

10. Where in any road in which a double line of tramway is laid there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing place or places connecting the one tramway with the other, and by means of such passing place or places the traffic shall, when necessary, be diverted from one tramway to the other.

Passing-places to be constructed where less than a certain width left between footway and tramway.

11. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, with the consent of the road authority, 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.

Temporary tramways may be made when necessary.

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.

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

Provision for general Acts.

DEWSBURY, BATLEY, AND BIRSTAL TRAMWAYS.

Dewsbury, Batley, and Birstal.

Order authorising the Construction of Tramways in the Parishes of Dewsbury, Batley, and Birstal, in the West Riding of the County of York.

1. This Order may be cited as "The Dewsbury, Batley, and Birstal Tramways Order, 1873."

Short title.

2. The provisions of "The Lands Clauses Acts" (except with respect to the purchase and taking of lands otherwise than by agreement, and with

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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.

Promoters.

The Promoters.

4. The Dewsbury, Batley, and Birstal 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 three 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, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, 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.) A tramway (No. 1), three miles two furlongs six chains and thirty-nine links or thereabouts in length, commencing in the Market Place at Dewsbury at a point one chain and a half south-east of the centre of Prince Street, at its junction with Market Place, and two chains north-east of the centre of Market Street, at its junction with Market Place, and passing thence in a northerly direction along Market Place, Northgate, and Bradford Road, and terminating in that road opposite the centre of Gelderd Road, at its junction with the Bradford Road:

(2.) A tramway (No. 2), one furlong and one chain or thereabouts in length, commencing at a point two hundred and thirty yards from the commencement of Tramway No. 1 herein-before described, at the junction of Foundry Street with the Bradford Road, thence passing in a northerly direction along Bradford Road, and terminating at a point half a chain northward of the centre of Greaves Road, at its junction with the Bradford Road:

(3.) A tramway (No. 3), three chains or thereabouts in length, wholly in the Bradford Road, commencing at a point three chains south-eastward, measured along the Bradford Road, of the centre of Gelderd Road, at its junction with the Bradford Road:

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And also the following tramways or passing-places; (that is to say,)

(1 *a*.) A tramway or passing-place (No. 1 *a*), two chains and eighty-six links or thereabouts in length, wholly in the Bradford Road, commencing at a point opposite the centre of Ward Street, and passing thence in a northerly direction along the Bradford Road, and terminating at a point opposite the centre of North Street:

(1 *b*.) A tramway or passing-place (No. 1 *b*), three chains or thereabouts in length, wholly in the Bradford Road, commencing and terminating at points respectively one chain and four chains northward of the centre of Common Side Road:

(1 *c*.) A tramway or passenger passing-place (No. 1 *c*) three chains or thereabouts in length, wholly in the Bradford Road, commencing and terminating at points respectively half a chain and three and a half chains southward of the centre of Alexandra Road:

(1 *d*.) A tramway or passing-place (No. 1 *d*), three chains or thereabouts in length, wholly in the Bradford Road, commencing and terminating at points respectively opposite to and three chains northward of the centre of Soothill Lane:

(1 *e*.) A tramway or passing-place (No. 1 *e*), three chains or thereabouts in length, wholly in the Bradford Road, commencing and terminating at points respectively one chain and four chains north-westward of the centre of Mill Lane:

(1 *f*.) A tramway or passing-place (No. 1 *f*), three chains or thereabouts in length, wholly in the Bradford Road, commencing and terminating at points respectively one chain and four chains north-eastward of the centre of Thomas Street:

(1 *g*.) A tramway or passing-place (No. 1 *g*), four chains and sixty links or thereabouts in length, wholly in the Bradford Road, commencing at a point opposite the centre of Victoria Street, and terminating at a point opposite the centre of Beck Lane, otherwise Back Lane:

(1 *h*.) A tramway or passing-place (No. 1 *h*), three chains or thereabouts in length, wholly in the Bradford Road, commencing and terminating at points respectively twenty-four and twenty-seven chains northward of the centre of Beck Lane, otherwise Back Lane:

(1 *i*.) A tramway or passing-place (No. 1 *i*), three chains or thereabouts in length, commencing and terminating at points respectively one chain and four chains north-eastward from the centre of Brookroyd Lane.

In constructing Tramway No. 1 from its commencement to the commencement of Tramway No. 2, the Promoters, if required by the local authority, shall alter the position of the rails, as shown in the deposited plans, so that the line of rails may be placed as near as may be in the centre of the road, in such a position as shall be determined by the local authority, but so that a space of not less than nine feet six inches in width shall, throughout the whole length thereof, intervene on one side of such tramway between the kerb or other lateral boundary of the carriageway and the rail nearest thereto of the tramway; and for such purpose the Promoters may deviate from the lines and levels

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shown upon the deposited plans, and may construct and lay down in connexion with such line of tramway all such connecting and junction lines, sidings, and passing-places as may be deemed necessary.

All the tramways and passing-places herein-before described will pass or be made from, in, or through the several townships and parishes following, or some of them; (that is to say,)

The townships of Dewsbury and Soothill (Upper) in the parish of Dewsbury the township of Batley in the parish of Batley, and the township of Gomersall in the parish of Birstal, all in the west riding of the county of York.

Promoters may be required to use improved form of rail.

7. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not maintaining rails and road in good condition.

8. 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.

Passing-places to be constructed where less than a certain width left between footway and tramway.

9. Where in any road in which a double line of tramway is laid there is less width between the outside of the footpath on either side of the street or road and the nearest rail of the tramway than nine feet six inches, the Promoters shall and they are hereby required to construct a passing place or places connecting the one tramway with the other, and by means of such passing place or places the traffic shall, when necessary, be diverted from one tramway to the other.

Tramways to be kept on a level with surface of road.

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

Additional crossings, &c. may be made where necessary.

11. The Promoters may from time to time hereafter 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 to the efficient working of their tramways, or any of them, or for providing access to any stables or carriage sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners, or occupier or occupiers, of the premises abutting on the place where such rail is proposed

to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Temporary tramways may be made when necessary.

12. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, with the consent of the road authority, 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.

Application of road materials excavated in construction of Promoters works.

13. 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 by this Order 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 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 all differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon tramways.

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

Tolls.

Tolls.

15. 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

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the tramways 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 portion of the tramways it is 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 the representation has been proved to his satisfaction, the said Board may make an order in writing limiting the amount of the tolls and charges 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.

16. 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.

17. 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 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 tolls or charges not exceeding one half-penny per mile (the Promoters, nevertheless, not being required to take any fares less than one penny): Provided that in any 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, goods, &c.

18. The Promoters may demand and take in respect of any animals, goods, minerals, or parcels 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 specified in the schedule to this Order annexed.

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.

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Miscellaneous.

Promoters not to be bound to carry animals, goods, &c.

20. The Promoters shall not, except as by this Order otherwise provided, be bound to carry, unless they think fit, any animals, goods, minerals, or parcels, other than passengers luggage not exceeding twenty-eight pounds in weight, in accordance with the provision herein-before contained.

Provisions as to carriage of animals, goods, &c. in separate carriages or parts of carriages.

21. The Promoters may, and when required by the local authority shall, carry in separate carriages, or separate parts of carriages set apart for that purpose, animals, goods, minerals, or parcels, provided that this provision shall not apply to the carriage of passengers luggage.

Authorising agreements for use of tramways.

22. The Promoters on the one hand, and any company or corporation or person on the other hand, from time to time may enter into and carry into effect and from time to time alter, renew, or vary contracts, agreements, or arrangements for or with reference to the use by such company, or by such corporation or person, of the tramways, or any of them, or any part or parts thereof respectively, and the tolls, rates, and charges to be paid for such use, and the terms and conditions of such use and all incidental matters: Provided always, that no such contract, agreement, or arrangement shall have any validity unless the same shall be approved by the Board of Trade.

Provisions as to arbitration.

23. Where, under the provisions of "The Tramways Act, 1870," in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of "The Common Law Procedure Act, 1854," shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

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; (that is to say,)

(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, 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.

Provision for 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.

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Dewsbury, Batley, and Birstal.

THE SCHEDULE.

TOLLS AND CHARGES FOR THE CONVEYANCE OF ANIMALS, GOODS, &c.

	Per mile. s.	d.
Animals.		
For every horse, mule, or other beast of draught or burden, per head	0	6
For every ox, cow, bull, or head of cattle, per head	0	6
For calves, pigs, sheep, and small animals, per head	0	3¼
Goods.		
For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton	0	3
For all iron, 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 specially classed herein, and for heavy iron castings, including railway chairs, per ton	0	3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton	0	4
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton	0	4
For every carriage, of whatever description, not weighing more than one ton, tenpence, and the additional sum of twopence for every additional quarter of a ton or fractional part of a quarter of a ton above one ton.		
Single Articles of great weight.		
For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, such sum as the Promoters may think fit, not exceeding per ton	0	8
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.		

	Any distance.	
Small Packages.		
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

	Any distance. s.	d.
For any parcel exceeding fourteen pounds and 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 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.

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 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.

FELIXSTOWE AND FAGBOROUGH CLIFF (WALTON) TRAMWAY.

Felixstowe and Fagborough Cliff.

Order authorising the Construction of a Tramway in the Parishes of Felixstowe, Walton, and Trimley Saint Mary, all in the County of Suffolk.

1. This Order may be cited as "The Felixstowe and Fagborough Cliff (Walton) Tramway Order, 1873." Short title.

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. Incorporation of Acts.

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: Interpretation.

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

Promoters.

The Promoters.

4. George Tomline, his heirs or assigns, 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 ten 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, the tramway herein-after described, with all proper rails, plates, offices, weigh-bridges, 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 (one mile three furlongs and two chains in length) situate in the parishes of Felixstowe, Walton, and Trimley Saint Mary, all in the county of Suffolk, commencing on Langer Common at a point about eight chains in an easterly direction from the boundary stone numbered 1, erected by and belonging to Her Majesty's War Department, in the parish of Felixstowe aforesaid, thence proceeding in a northerly direction on the western side of Walton Creek for a distance of fifty chains or thereabouts, then crossing the said Walton Creek in a north-easterly direction by a bridge, and proceeding in a northerly direction at a distance of about twenty feet on the east side of the boundary stone numbered 4, situate on the east side of the Martello Tower (N), thence crossing at right angles on the level the road leading from Walton Ferry and the Martello Tower aforesaid to the village of Walton, and proceeding for a distance of twelve chains or thereabouts in a north-westerly direction on to the embankment formed for the protection of the oyster beds herein-after mentioned or described, belonging to the Promoters, and thence proceeding on the said embankment for a distance of forty chains or thereabouts, and terminating at the northern end of the said oyster beds situated under Fagborough Cliff, in the parish of Trimley Saint Mary aforesaid and county aforesaid.

The tramway is to be laid as a single line and for its entire length along the centre of the road or route herein-before described.

Harwich Conservancy Board may require opening bridge to be made across Walton Creek.

7. The Harwich Harbour Conservancy Board shall have power, with the approval of the Board of Trade, either in the first instance or after the construction of the bridge which the Promoters are by this Order authorised to construct across Walton Creek, to require a swingbridge or drawbridge to be

constructed by and at the expense of the Promoters, so that the same is capable of being opened for the passage through the same of vessels with fixed masts or of steamboats, according to a plan to be approved by the said Conservancy Board.

In case the said Conservancy Board shall require a swingbridge or drawbridge to be constructed, it shall be lawful for them, if they think fit, to make such byelaws as they may deem necessary respecting the opening of the said swingbridge or drawbridge, for the passage of such vessels and steamboats as aforesaid, and the closing of the same, and otherwise in relation thereto, and from time to time to repeal or alter such byelaws and make new byelaws.

All such byelaws shall be subject to the provisions of section forty-six of "The Tramways Act, 1870," with reference to the publication and the disallowance by the Board of Trade of the byelaws therein referred to.

The Promoters shall cause the said swingbridge or drawbridge to be opened, closed, and in all respects kept and maintained in accordance with such byelaws, and the expense attending the opening, closing, and maintenance of the same shall be defrayed by the Promoters.

If any difference arises between the Promoters and the said Board with respect to the mode in which the said swingbridge or drawbridge shall be constructed or with respect to the reasonableness of any byelaw which the said Board are hereby authorised to make, the same shall be settled in the manner specified in section thirty-three of "The Tramways Act, 1870," for the settlement of the differences in the said section mentioned.

Nothing in this section contained shall be deemed to prejudice or affect any estate, right, interest, or privilege of the Promoters in or over the said Walton Creek.

Promoters may be required to use improved form of rail.

8. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

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 the tramway 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.

Tramway to be kept on a level with surface of road.

10. If any road authority shall hereafter alter the level of any road along or across which the tramway 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 rails so that

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

Additional crossings, &c. may be made where necessary.

11. The Promoters may from time to time hereafter 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 to the efficient working of the tramway, or for providing access to any stables or carriage-sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid shall, by writing under his hand, addressed to the Promoters, express his objection thereto.

Temporary tramways may be made where necessary.

12. Where, by reason of the execution of any work affecting the surface or soil of any road along which the tramway is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of the tramway or any part thereof, the Promoters may, with the consent of the road authority, 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 the 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 the differences in the said section mentioned.

Application of road materials excavated in construction of Promoters works.

13. 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 the tramway within the district of such road authority of so much of the roadway on either side of such tramway as the Promoters are by this Order 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 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 all differences between the Promoters and any road authority.

Traffic upon Tramway.

Traffic upon tramway.

14. The tramway may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Tolls.

Tolls for passengers, animals, goods, &c.

15. The Promoters may demand and take in respect of passengers, animals, goods, minerals, or parcels carried and conveyed upon the tramway, or any part thereof, except as is by this Order specially provided, 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 those specified in the schedule to this Order annexed, subject to the regulations in that behalf specified in the same schedule.

Passengers luggage.

16. 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.

Promoters not bound to carry animals or goods.

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

Miscellaneous.

Provisions as to arbitration.

18. Where, under the provisions of "The Tramways Act, 1870," in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of "The Common Law Procedure Act, 1854," shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

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 tramway, and in such manner, and under such regulations as the Promoters may, by notice to be annexed to the list of tolls, appoint.

Form and delivery of notices.

20. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

(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, signed by their clerk or secretary:

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(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.

Provision for general Acts.

21. Nothing herein 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.

THE SCHEDULE.

Tolls for Passengers, Animals, Goods, &c.

Passengers.

	s.	d.
For every person travelling upon the tramway,—		
In a first-class carriage - - - - -	0	6
In a second-class carriage - - - -	0	4

Animals.

For every horse, mule, or other beast of burden - - -	0	6
For every ox, cow, bull, or head of neat cattle - - -	0	6
For every calf or pig, sheep, lamb, or other small animal - -	0	3

Goods.

For all coals, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton - - - - - - -	0	9
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 -	0	9
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 - -	0	9
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 - - - - -	1	0
For all cotton and other wools, drugs, manufactured goods, fish, and all other wares, merchandise, articles, matters, or things, per ton -	1	0

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Small Parcels.

	s.	d.
For every parcel not exceeding 7 lbs. in weight - - -	0	3
For every parcel exceeding 7 lbs. but not exceeding 14 lbs. in weight -	0	5
For every parcel exceeding 14 lbs. but not exceeding 28 lbs. in weight	0	7
For every parcel exceeding 28 lbs. but not exceeding 56 lbs. in weight	0	9

For parcels exceeding 56 lbs. in weight the Promoters may demand such sum as they think fit.

Single Articles of Great Weight.

For 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 - - - - - - 0 9

For 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.

Regulations as to Tolls.

For a fraction of a ton the Promoters may demand tolls 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.

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, 14 cubic feet of stone, 40 cubic feet of oak, mahogany, teak, beech, or ash, and 50 cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

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 only apply to single parcels in separate packages.

IPSWICH AND FELIXSTOWE TRAMWAYS.

Ipswich and Felixstowe.

Order authorising the Construction of Tramways from the Ipswich Station of the Great Eastern Railway in the Borough of Ipswich to Felixstowe in the County of Suffolk.

Short title.

1. This Order may be cited as "The Ipswich and Felixstowe Tramways Order, 1873."

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

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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 Ipswich.

Promoters.

The Promoters.

4. George Tomline and John Weston, their heirs or assigns, 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 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 of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

7. The tramways authorised by this Order are:—

A Tramway Number 1 (fourteen miles five furlongs and four chains in length), situate in the several parishes of Saint Mary Stoke, Saint Peter, Saint Nicholas, Saint Mary at the Elms, Saint Matthew, Saint Mary Tower, Saint Margaret, Saint Stephen, Saint Helen, and Saint Clement, all respectively in the borough of Ipswich in the county of Suffolk, and passing thence in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Foxhall, Rushmere, Bucklesham, Nacton, Levington, Stratton Hall, Trimley Saint Martin, Trimley Saint Mary, Walton, and Felixstowe, all in the said county of Suffolk.

The Tramway Number 1 commences at a point half a chain north-east from the centre of the northern entrance of the passenger station of the Great Eastern Railway, situate in the parish of Saint Mary Stoke, Ipswich, aforesaid, and proceeds for about one and a half chain westward parallel to and about twenty feet from the said northern front of the said station, then with a curve of about one chain radius passes in a north-westerly and northerly direction on, to, and over the bridge spanning the River Orwell, opposite the said station, and passes thence

in a northerly direction along Princes Street, Friars Bridge Road, Tanner's Lane, The Mount, Lady Lane, Hyde Park Corner, Crown Street, Clay Lane, Saint Margaret's Plain, Saint Margaret's Street, and Saint Helen's Street, all respectively in the borough of Ipswich, Spring Road, Saint John's Road, Caldwell Hall Street or Road, Foxhall Road, then turns off the said road in a southerly direction through a field now or late belonging to the executors of the late Reverend Edward Constable Alston, and situate on the west side of a certain brick-yard there, into and along the Felixstowe Road, thence over Levington Heath to Trimley Saint Martin, Trimley Saint Mary, Walton, Felixstowe, Lower Felixstowe, and Langer Common, passing the Martello Tower (P) on the northern side thereof, and terminating on the said common in the said parish of Felixstowe at a point about eight chains in an easterly direction from the boundary stone numbered 1, erected by and belonging to Her Majesty's War Department, all which said last-mentioned parishes and extra-parochial places are situate in the said county of Suffolk.

The centre line of the proposed Tramway Number 1 will at its commencement be distant half a chain north-east from the centre of the northern entrance of the passenger station of the Great Eastern Railway, situate in the parish of Saint Mary Stoke, Ipswich, aforesaid, and will proceed for about one and a half chain westward parallel to and about twenty feet from the said northern front of the said station, then with a curve of about one chain radius will proceed in a north-westerly and northerly direction (which said curve will at the centre of its divergence be at a distance of one hundred and eleven feet from and on the western side of an imaginary line drawn from the said centre of the said station to the centre of the said bridge over the River Orwell), then will cross the said bridge on the east side of an imaginary line drawn along the centre of the said bridge at a distance of four feet therefrom, and for a length of three chains, thence gradually diverge until it reaches the centre of the northern end of Princes Street, then will pass along Princes Street till it reaches a point nearly opposite Tanner's Street, then turn into and proceed for a distance of one chain along Friar's Bridge Road on the right-hand side, and about three feet four inches from the imaginary centre line, and being within the distance of nine feet six inches between the outside of the footpath on either side of the said road and the nearest rail of the proposed tramway, then will pass on into Tanner's Lane on the right-hand side of and about three feet six inches from the imaginary centre, and being throughout for about eight chains within the distance of nine feet six inches between the outside of the footpath on either side of Tanner's Lane and the nearest rail of the proposed tramway, will then proceed across the Mount in the centre of the road, pass into Lady Lane, diverging to the right-hand side thereof, to about four feet of the imaginary centre line, and being throughout for seven chains or thereabouts less than the distance of nine feet six inches between the outside of the footpath on either side of Lady Lane

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aforesaid and the nearest rail of the said tramway, diverging to the left, will then proceed over the centre of road to Hyde Park Corner, pass on into the centre of Crown Street, and being throughout that street for about three chains within the distance of nine feet six inches between the outside of the footpath on either side of the said street and the nearest rail of the said tramway, then will pass into Clay Lane, diverging to the right-hand side, and four feet from the imaginary centre line, and being throughout for thirteen chains or thereabouts within the said distance of nine feet six inches from the footpath on either side of the said Clay Lane and the nearest rail of the said tramway, will then proceed over Saint Margaret's Plain in the centre of the road, and being therein at the entrance to Saint Margaret's Street for about one chain within the distance of nine feet six inches between the outside of the footpath on either side of that part of the said plain and the nearest rail of the said tramway, pass on into Saint Margaret's Street, diverging to the right-hand side to about four feet of the imaginary centre line, and being throughout for nine chains or thereabouts within the distance of nine feet six inches between the outside of the footpath on either side of the said street and the nearest rail of the said tramway, then diverge to the left and proceed into the centre of the road and pass into Saint Helen's Street past the county gaol, Saint Helen's Church, into Spring Road, progress in an easterly direction up the centre of Saint John's Road for the whole length thereof, then turn to the right along the Caldwell Hall Street or Road into the Foxhall Road, proceed east for eleven chains or thereabouts, then leave the centre of the said road, turn south into and pass through a field now or late belonging to the executors of the late Reverend Edward Constable Alston, and being on the west side of a brick-yard there, and situate between the Ipswich and Foxhall and Ipswich and Felixstowe Roads respectively, into the Felixstowe Road, and will then turn to the east and diverge to the right hand to a distance of about four feet from the imaginary centre line along the said road to a point about three chains on the north side of the Rectory House of Trimley Saint Martin, now in the occupation of the Reverend Thomas Palmer, will then pass into the centre of the said road, and continue along the same through Trimley Saint Martin, Trimley Saint Mary, and Walton, along the centre of the said road, and then turn into and pass along the road leading to the Ordnance Arms Inn, on or near to Langer Common, and cross the said common to the terminus thereon, herein-before particularly described.

A Tramway Number 2 (five chains in length), situate wholly in the said parish of Saint Mary Stoke, Ipswich, aforesaid, commencing by a junction with the herein-before described commencement of Tramway Number 1, situate at the northern entrance of the passenger station aforesaid, and proceeding by a curve of about one chain radius, passes in a north-easterly and northerly direction, terminating by a junction with the

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said Tramway Number 1 at the south-eastern corner of the said bridge, spanning the said River Orwell.

The centre line of the Tramway Number 2 will, at its commencement be at the point of junction herein-before specifically described, and will at the centre of its divergence be at a distance of one hundred and twenty-five feet from and on the eastern side of an imaginary line drawn from the centre of the northern entrance of the passenger station aforesaid to the centre of the said bridge, and at the northern end or junction with Tramway Number 1 as aforesaid will be at a distance of four feet eastward from the imaginary line drawn along the centre of the said bridge as aforesaid.

Short Junction Tramways or Turnouts.

Number 1*a*.—A Tramway or Turnout Number 1*a* (two chains in length), situate wholly in the said borough of Ipswich, commencing by a junction with the Tramway Number 1, at a point about two and a half chains from Hyde Park Corner, at the corner of Crown Street aforesaid, in the parish of Saint Matthew, Ipswich, aforesaid, and terminating on the said Tramway Number 1, at a point opposite High Street, in the parish and borough aforesaid.

Number 1*b*.—A Tramway or Turnout Number 1*b* (two chains in length) situate in the parish of Saint Helen, in the said borough of Ipswich, commencing by a junction with the Tramway Number 1, at a point about fifteen feet opposite the west corner of the Crescent in front of the county gaol, and terminating on the said Tramway Number 1, nearly opposite to the east corner of the said Crescent.

Number 1*c*.—A Tramway or Turnout Number 1*c* (two chains in length), situate wholly in the parish of Trimley Saint Mary, in the county of Suffolk, commencing by a junction with the Tramway Number 1, at a point about twenty feet south of the parish boundary between Trimley Saint Mary and Trimley Saint Martin, where the same crosses the said Felixstowe Road, and terminating on the said Tramway Number 1, at a point two chains distant from the commencement as aforesaid, measured in a southwardly direction.

Number 1*d*.—A Tramway or Turnout Number 1*d* (two chains in length), situate wholly in the parish of Walton, in the county of Suffolk, commencing by a junction with the Tramway Number 1, at a point about two chains west of the sign-post of the Angel Inn there, and terminating on the said Tramway Number 1, at a point two chains distant from the commencement as aforesaid, measured in a southwardly direction.

Number 1*e*.—A Tramway or Turnout Number 1*e* (two chains in length), situate wholly in the parish of Felixstowe, in the county of Suffolk, commencing by a junction with the Tramway Number 1, at a point about two chains south of the centre door of the Ordnance Arms Inn there, and terminating on the said Tramway Number 1, at a point two chains distant from the commencement thereof, measured in a southwardly direction.

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The centre line of the several tramways numbered respectively No. 1*a*, No. 1*b*, No. 1*c*, No. 1*d*, and No. 1*e*, will at each end thereof respectively be in the centre of the street or road, and will, in each instance, at the centre of divergence be at a distance of nine feet from and on the westerly side of an imaginary line drawn in the centre of the said street or road.

Note 1.—At no point are any of the tramways hereby authorised to be so laid that for a distance of thirty feet or upwards a less space than nine feet and six inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, except in Friars Bridge Road from east to west for about one chain; Tanner's Lane throughout, north and south, being a distance of about eight chains; Lady Lane throughout, north and south, being a distance of about seven chains; Crown Street throughout, east and west, being a distance of about three chains; Clay Lane throughout, east and west, being a distance of about thirteen chains; Saint Margaret's Plain, at the entrance of Saint Margaret's Street, for a distance of about one chain; Saint Margaret's Street throughout, being a distance of about nine chains.

Note 2.—In each of the several instances herein-before specified of divergence from or to the imaginary centre line of any street or road, the same are to be effected by a gradual divergence or inclination (as the case may be) of the centre line of the tramway for the distance of one chain from the imaginary centre line of the street or road to the distance therefrom stated to be reached, or from such latter distance back to the imaginary centre line of the street or road, as the case may be.

Note 3.—The said tramways are to be laid as a single line of rail along the said several roads and streets through which they will respectively pass, except where the short junction tramways or turnouts, or passing-places, may be required to be constructed for the satisfactory working of the tramways where a double line will be laid, subject to such restrictions as regards the position of such turnouts and passing-places as the local authority or road authority may in each case approve, or subject thereto as the Promoters may think proper.

Each of the said intended tramways herein-before described are to occupy throughout a space of four feet eight and a half inches in width, and the distance thereof from the imaginary centre line herein-before stated means the distance of the centre line of the tramway from the imaginary centre line, and the imaginary centre line means, in all cases, an imaginary line drawn along the centre of the carriageway of the street, road, or other thoroughfare (by whatever name called or known) through or along which the tramway is intended to be made.

Provided always, that so much of Tramway Number 1 shown upon the deposited plans as extends from the point in Princes Street where the stream of water forming part of or being an outlet from the River Gipping crosses the said street, and continuing thence for a distance of six chains or thereabouts, crossing Friars Bridge Road into Tanner's Lane, shall not be constructed

without the consent of the Corporation first had and obtained; and provided also, that so much of the said Tramway Number 1 shown upon the deposited plans as lies between the Foxhall Road and the Felixstowe Road, in the parish of St. Clements, shall not be constructed without the consent of the owner for the time being of the property upon which the same is intended to be constructed first had and obtained.

Tramways within the borough of Ipswich to be constructed to satisfaction of borough surveyor.

8. The Promoters shall lay down and construct such of the tramways or parts thereof as are situate within the borough of Ipswich under the superintendence and to the reasonable satisfaction of the surveyor of the said borough.

Promoters may be required to use improved form of rails.

9. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in any tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not maintaining rails and road in good condition.

10. 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.

Tramways to be kept on a level with surface of road.

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

Additional crossing, &c. may be made where necessary.

12. The Promoters may from time to time hereafter 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 to 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, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid shall, by writing under his hand, addressed to the Promoters, express his objection thereto.

Temporary tramways may be made where necessary.

13. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, with the consent of the road authority, subject to such conditions and in accordance in all respects with such regulations as the road

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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 the differences in the said section mentioned.

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 by this Order 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 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 all differences between the Promoters and any road authority.

Promoters to repair road hitherto repaired by Sir G. B. Middleton, Bart.

15. The Promoters at all times after the laying of the tramways on any part of any road which at the time of the passing of the Act confirming this Order is repaired and maintained by Sir George Broke Middleton, Bart., shall repair and maintain the entire of such part of the said road at their own expense.

Traffic upon Tramways.

Traffic upon tramways.

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

Tolls.

Tolls.

17. 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 tramways and the carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding twopence per mile for first-class passengers, and one penny per mile for second-class passengers (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 sixpence for first-class passengers, and threepence for second-class passengers: Provided always, that if at any time after three years from the opening for public traffic of any portion of the tramways it is 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 fourpence for first-class passengers or twopence for second-class passengers, 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 tolls and charges to be thenceforth charged by the Promoters for the conveyance of passengers for distances not exceeding two miles to fourpence for first-class passengers, and to twopence for second-class passengers, 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.

18. 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.

19. 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 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 tolls or charges 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, goods, &c.

20. The Promoters may demand and take in respect of any animals, goods, minerals, or articles 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 specified in the schedule to this Order annexed.

Promoters not bound to carry goods.

21. The Promoters shall not be bound to carry, unless they think fit, any animals, goods, or parcels, other than passenger's luggage not exceeding twenty-eight pounds in weight.

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Payment of tolls.

22. 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.

Provisions as to arbitration.

23. Where, under the provisions of "The Tramways Act, 1870," in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of "The Common Law Procedure Act, 1854," shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

24. With respect to notices and 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 local authority or road authority by being signed by their clerk, secretary, surveyor, or overseer:

(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, secretary, surveyor, or overseer, at their principal office.

Provision for general Acts.

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

THE SCHEDULE.

Tolls and Charges for the Conveyance of Animals, Goods, &c.

Animals.

	Per mile. s.	d.
For every horse, mule, or other beast of draught or burden - -	0	2
For every ox, cow, bull, or head of neat cattle - - - -	0	2
For every calf or pig, sheep, lamb, or other small animal - - -	0	1

Goods.

For all coals, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton - - - - - - - - - -	0	3
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 - -	0	5

	Per mile. s. d.
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 - -	0 5
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 - - - - - -	0 6
For all cotton and other wools, drugs, manufactured goods, fish, and all other wares, merchandise, articles, matters, or things, per ton -	0 8

Single Articles of Great Weight.

For 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 - - - - - - -	2 0
For 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.	

Small Parcels.

	Any distance.
For every parcel not exceeding 7 lbs. in weight - - -	0 3
For every parcel exceeding 7 lbs. but not exceeding 14 lbs. in weight -	0 5
For every parcel exceeding 14 lbs. but not exceeding 28 lbs. in weight -	0 7
For every parcel exceeding 28 lbs. but not exceeding 56 lbs. in weight -	0 9
For every parcel exceeding 56 lbs. but not exceeding 500 lbs. in weight the Promoters may demand such sum as they 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 only apply to single parcels in separate packages.

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, 14 cubic feet of stone, 40 cubic feet of oak, mahogany, teak, beech, or ash, and 50 cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

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LEICESTER TRAMWAYS.

Order authorising the Construction of Tramways in and near Leicester.

Short title. 1. This Order may be cited as "The Leicester Tramways Order, 1873."

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 Leicester.

Promoters.

The Promoters. 4. The Leicester 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 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 of this Order, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, 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.) A Tramway (No. 1) 1 mile, 4 furlongs, 5 chains, and 20 links, or thereabouts in length, in the parishes of Knighton, Saint Mary, and Saint Margaret, Leicester, commencing in the said parish of Knighton, at a point in the centre of the London Road, opposite to the centre of the gateway forming the principal entrance from the said road to the private house and grounds called "The Shrubbery," and passing thence in a northerly direction along the London Road, into and along Granby Road, Gallow Tree Gate, and Haymarket, and terminating in the said

parish of Saint Margaret, Leicester, at a point in the centre of the roadway on the east side of the Clock Tower in Haymarket, 40 feet or thereabouts, measured in an easterly direction, from the aforesaid Clock Tower:

(2.) A Tramway (No. 2) 1 mile, 6 furlongs, 2 chains, and 12 links, or thereabouts in length, in the parishes of Belgrave and Saint Margaret, commencing in the parish of Belgrave, at a point in the centre of the Belgrave Road, 60 feet or thereabouts south of the south-west corner of the Bull's Head Inn, and passing thence in a southerly direction along the aforesaid road into and along Belgrave Gate and Haymarket, and terminating in the said parish of Saint Margaret at the point herein-before described as the termination of Tramway No. 1:

(3.) A Tramway (No. 3) 1 mile, 6 chains, 68 links, or thereabouts in length, situate wholly in the parish of Saint Margaret, commencing at a point in the centre of the Humberstone Road, opposite the centre of Ash Street at its junction with the aforesaid road, and passing thence in a westerly direction along the Humberstone Road, into and along the roadway on the north side of Humberstone Gate, into and along Gallow Tree Gate, and terminating in the centre of the last-mentioned street at a point 130 feet or thereabouts south of the Clock Tower in the Haymarket:

(4.) A Tramway (No. 4) 1 chain or thereabouts in length, situate wholly in the parish of Saint Margaret, commencing by a junction with the Tramway No. 3 herein-before described at a point in the centre of Humberstone Gate, 110 feet or thereabouts east of the Clock Tower in the Haymarket, and passing thence in a westerly direction along Humberstone Gate, and in a northerly direction into and along Haymarket, and terminating by a junction with Tramway No. 2, herein-before described, at a point in Haymarket, in the centre of the roadway on the east side of and 40 feet or thereabouts, measuring in an easterly direction, from the aforesaid Clock Tower.

Time for commencement of works.

7. The prescribed time within which the works by this Order authorised are to be substantially commenced, in accordance with section 18 of "The Tramways Act, 1870," shall be six months.

Promoters may be required to use improved form of rails.

8. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in any tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

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

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which such act of omission continues; and such penalty may be recovered as by clause fifty-six of the said Act is provided.

Tramways to be kept on a level with surface of road.

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

Additional crossings, &c. may be made where necessary.

11. The Promoters may from time to time hereafter 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 to the efficient working of their tramways, or any of them, or for providing access to any stables or carriage-sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if the owner or owners, or occupier or occupiers of the premises abutting on the place where such rail is proposed to be laid shall, by writing under their hand, addressed to the Promoters, express their objection thereto.

Temporary tramways may be made when necessary.

12. Where, by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of any such tramway, or any part thereof, the Promoters may, with the consent of the road authority, 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.

Application of road materials excavated in construction of Promoters works.

13. 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 by this Order 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 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 all differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon tramways.

14. The tramways may, subject to the provisions of this Order, be used for the purpose of conveying passengers, animals, goods, minerals, and parcels.

Carriages must first be approved of by the corporation.

15. The Promoters shall not use any carriage on the tramways until such carriage has been approved by an officer appointed for that purpose by the corporation, and the Promoters shall maintain and keep every such carriage in good repair, order, and condition, to the reasonable satisfaction of such officer.

Tolls.

Tolls.

16. 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 tramways 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 two miles any sum not exceeding twopence.

Passengers luggage.

17. 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.

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 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 tolls or charges not exceeding one halfpenny per mile (the Promoters, nevertheless, not being required to take any fares 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 small parcels.

19. The Promoters may demand and take in respect of any small parcels 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,

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any tolls or charges not exceeding the rates specified in the schedule to this Order annexed.

Promoters not to carry animals, minerals, &c. without consent of corporation.

20. The Promoters shall not convey or permit to be conveyed upon the tramways, or any of them, any animals, minerals, or goods (except small parcels, or passengers luggage not exceeding twenty-eight pounds in weight) without the previous consent in writing of the corporation.

Tolls for animals, &c. if corporation consent.

21. When the Promoters have obtained the consent in writing of the corporation, they may demand and take in respect of any animals, goods, or minerals conveyed by them on the tramways, except as is by this Order specially provided, including the tolls for the use of the tramway, and for waggons, trucks, and motive power, and every other expense incidental to the conveyance, such tolls or charges as may be fixed by the corporation and as shall not exceed the tolls and charges specified in the schedule to this Order annexed.

Payment of tolls.

22. 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.

Time when corporation may purchase tramways.

23. For the purposes of section 43 of the Tramways Act, 1870, the period after the expiration of which the local authority may purchase the undertaking of the Promoters, under the authority of the said section, shall be twelve years from the time of the passing of the Act confirming this Order, and for such purpose the said section shall be construed as if the period of twelve years had been prescribed thereby, instead of the period of twenty-one years: Provided always, that in case the Promoters are required to sell their undertaking before the expiration of a period of twenty-one years from the time of the passing of the Act confirming this Order, they shall not be compelled to do so upon the terms and conditions specified in said section 43, nor unless the local authority shall by resolution passed in accordance with the provisions of said section 43 decide to purchase the whole of the tramways, and all lands, buildings, works, carriages, horses, plant, property, and effects of the Promoters used by them for the purposes of their undertaking, at such price, upon such terms, and subject to such conditions as may be agreed upon between the Promoters and the local authority, or as in case of difference may be determined by arbitration in manner provided by the Lands Clauses Consolidation Act, 1845, for the settlement of questions of disputed compensation; and any purchase so made shall be deemed to be a purchase of the undertaking of the Promoters under the authority of said section 43.

Justices may stop traffic.

24. The justices acting in and for the borough of Leicester in petty sessions assembled may, if and when they think fit, by notice in writing, direct the Promoters at any time after the expiration of twenty-four hours from the service of such notice to stop, delay, or suspend the working of the tramways in any of the roads and streets within the said borough for the purpose of facilitating traffic during the holding of any markets or fairs, or during the time of any public meeting, procession, or demonstration, or during such time as in the

opinion of the said justices the said roads or streets are likely to be more than usually thronged or crowded: Provided always, that such stoppage, delay, or suspension shall continue so long only as may be reasonably necessary for the purposes aforesaid or any of them.

Corporation may use the tramways for sanitary purposes.

25. The corporation may and shall have power to use the tramways for sanitary purposes at any time between the hours of twelve o'clock at night and six o'clock in the morning, paying such tolls as may be agreed upon between the corporation and the Promoters.

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

26. 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 Leicester, 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; but the Promoters shall not be bound to take any such steps unless such extensions, if constructed, may reasonably be expected when worked to afford a fair and adequate return to the Promoters for the costs to be incurred in applying for, obtaining, constructing, and working the same: Provided always, that if any difference arises between the corporation and the Promoters as to the reasonableness of such request, the question in difference shall be determined by the Board of Trade, whose decision shall be final and conclusive, and in case such request is found by the Board of Trade to be unreasonable, no such request shall be repeated under the authority of this section until after the expiration of three years from the date of such finding.

Form and delivery of notices.

27. 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.

Provisions as to general Acts.

28. 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.

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THE SCHEDULE.

Tolls and Charges for the Conveyance of Animals, Goods, &c.

	Per Mile.
Animals.	*d.*
For every horse, mule, or other beast of draught or burden, per head For every ox, cow, bull, or head of cattle, per head - - -	6
For calves, pigs, sheep, and small animals, per head - - -	3¼
Goods.	
For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton - - - - - - - -	3
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 fire-clay), and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, per ton - - - - - - - -	3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton - - - -	4
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton - -	4
For every carriage, of whatever description, under one ton in weight -	10
With additional charge of twopence per quarter of a ton over one ton in weight.	
Articles of Great Weight.	
For the carriage of single parcels of great weight:—	
For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, such sum as the Promoters may think fit, not exceeding eightpence per ton per mile:	
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.	

	Any Distance.
Tolls for Small Parcels.	
For every parcel not exceeding seven pounds in weight - -	3
For every parcel exceeding seven pounds in weight, but not exceeding fourteen pounds in weight - - - - - -	5

	Any Distance. *d.*
For every parcel exceeding fourteen pounds in weight, but not exceeding twenty-eight pounds in weight - - - - -	7
For every parcel exceeding twenty-eight pounds in weight, but not exceeding fifty-six pounds in weight - - - - -	9
For parcels exceeding fifty-six pounds but not exceeding five hundred pounds in weight, the Promoters may demand such sum as they 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.

Regulations as to Tolls.

For all animals or goods conveyed for a less distance than three miles, the Promoters may demand tolls and charges as for three miles: Short distances.

For a fraction of a mile beyond three miles, or beyond any greater number of miles, the Promoters may demand tolls and charges 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: Fractional parts of a mile.

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: Fractional parts of a ton.

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

MIDDLESBROUGH AND STOCKTON STREET TRAMWAYS.

Middlesbrough and Stockton.

Order authorising the Construction of Tramways from Middlesbrough to Stockton-on-Tees.

1. This Order may be cited as "The Middlesbrough and Stockton Tramways Order, 1873." Short title.

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. Incorporation of Acts.

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Middlesbrough and Stockton.

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.

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

Promoters.

The Promoters.

4. The Middlesbrough and Stockton Street 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 two 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, the tramway herein-after described, with all proper rails, plates, offices, weigh-bridges, 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:

1. A Tramway (No. 1), 3 miles 2 furlongs and 1 chain, or thereabouts, in length, commencing in Albert Road, in the borough, township, and parish of Middlesbrough, in the North Riding of the county of York, at a point in Albert Road opposite and in the line of houses on the south side of Wilson Street at their junction with Albert Road, and proceeding thence in a southerly direction along Exchange Place into and along Albert Road, thence into Corporation Road, and along the lastly-mentioned road in a westerly direction into and along Newport Road, thence into and along the Stockton and Middlesbrough new turnpike road and bridge, and into and along the public highway leading from Stockton to Guisborough, into and along Mandale Lane in South Stockton, and terminating at a point in Mandale Lane aforesaid about one hundred yards south-eastward of the level crossing of the North-eastern Railway over the said lane.

Time for completion of works.

7. For the purposes of section eighteen of "The Tramways Act, 1870," the prescribed time within which so much of the tramway as is within the borough of Middlesbrough is to be completed and opened for public traffic shall be one year from the passing of the Act confirming this Order, and the remainder of the tramway shall be completed and opened for public traffic within two years from the passing of the said Act.

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Construction of tramway in Middlesbrough.

8. So much of the tramway as is to be constructed and laid within the borough of Middlesbrough shall be constructed and laid by the Promoters to the entire satisfaction of the corporation to the extent defined by section twenty-eight of "The Tramways Act, 1870," and the said section shall be deemed to extend and apply to the construction as well as to the repair and maintenance of the tramway.

If any difference arises between the Promoters and the corporation with respect to the construction of the tramway in accordance with the provisions 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 the differences in the said section mentioned.

Promoters to pay half cost of maintenance of bridge over Tees.

9. From and after the passing of the Act confirming this Order, the Promoters shall pay to the trustees of the Stockton and Middlesbrough turnpike road and bridge one half of the costs from time to time incurred by such trustees in maintaining and keeping in proper repair the bridge across the old course of the river Tees, the carriageway over which forms part of the Middlesbrough new turnpike road.

If any difference arises between the Promoters and the said trustees with respect to the amount from time to time payable by the Promoters in pursuance of the provisions 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 the differences in the said section mentioned.

Promoters may be required to use improved form of rail.

10. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not maintaining rails and road in good condition.

11. The Promoters shall at all times maintain and keep in good condition and repair the rails of which the tramway 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.

Tramway to be kept on a level with surface of road.

12. If any road authority shall hereafter alter the level of any road along or across which the tramway 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 rails so that the uppermost surface thereof shall be on a level with the surface of the road as altered.

Additional crossings, &c. may be made where necessary.

13. The Promoters may from time to time hereafter 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 to the efficient working of the tramway, or for

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providing access to any stables or carriage-sheds or works of the Promoters, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid shall, by writing under his hand, addressed to the Promoters, express his objection thereto: Provided always, that where in any part of the Middlesbrough new turnpike road a double line is laid down for the purpose of a crossing, passing-place, siding, or junction, the said double line shall not be less than three chains in length.

Temporary tramways may be made when necessary.

14. Where, by reason of the execution of any work affecting the surface or soil of any road along which the tramway is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of the tramway, or any part thereof, the Promoters may, with the consent of the road authority, 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 the 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 the differences in the said section mentioned.

Application of road materials excavated in construction of Promoters works.

15. 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 the tramway within the district of such road authority of so much of the roadway on either side of such tramway as the Promoters are by this Order 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 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 all differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon tramway.

16. The tramway shall be used for the purpose of conveying passengers and parcels only.

Tolls.

Tolls.

17. 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 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 two miles any sum not exceeding twopence.

Passengers luggage.

18. 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.

19. The Promoters, at all times after the opening of the tramway or any part or parts thereof 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, at such hours as the Promoters and the local authority think most convenient, for artisans, mechanics, and daily labourers, at tolls or charges 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 parcels.

20. The Promoters may demand and take in respect of any parcels conveyed by them on the tramway, except as is by this Order specially provided, including the tolls for the use of the tramway, and for waggons, trucks, and motive power, and every other expense incidental to the conveyance, any tolls or charges not exceeding the rates specified in the Schedule A. to this Order annexed.

Payment of tolls.

21. The tolls and charges 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 to be annexed to the list of tolls appoint.

Miscellaneous.

Time when corporation may purchase tramway.

22. For the purposes of section 43 of "The Tramways Act, 1870," the period after the expiration of which the corporation may purchase the undertaking of the Promoters under the authority of the said section shall be five years from the time of the passing of the Act confirming this Order, and for such purpose the said section shall be construed as if the period of five years had been prescribed thereby instead of the period of twenty-one years: Provided always, that in case the Promoters are required to sell the undertaking before the expiration of a period of twenty-one years from the time of the passing of the Act confirming this Order they shall not be compelled to do so upon the terms

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and conditions specified in said section 43, nor unless the local authority shall, by resolution passed in accordance with the provisions of said section 43, decide to purchase the tramway and undertaking of the Promoters, at such price, upon the terms, and subject to the conditions specified in the Schedule B. to this Order annexed, and any purchase so made shall be deemed to be a purchase of the undertaking of the Promoters under the authority of said section 43.

Provisions as to arbitration.

23. Where, under the provisions of "The Tramways Act, 1870," in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of "The Common Law Procedure Act, 1854," shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Payment of tolls.

24. The Promoters shall, so long as the provisions of the Stockton and Middlesbrough Road Act, 1856, shall continue in force, if so required by the trustees of the Stockton and Middlesbrough new turnpike road and bridge, pay tolls for every passenger conveyed by them upon the tramway in any car, other than the driver and conductor in charge of such car, on going through the toll-gate, at the ordinary rate charged for foot passengers whenever the number of persons in such car would make the toll so payable more than the amount which would be payable in respect of the horses drawing such car; but if the number be less than would make such an amount, then the tolls on the horses drawing such car only shall be payable; provided, that the Promoters, if required by the said trustees to pay tolls in manner aforesaid, may, in addition to the tolls hereinbefore authorised, charge every passenger conveyed by them upon the tramways and passing through the said toll-gate with the ordinary rate of toll charged to foot passengers on going through the same toll-gate.

Form and delivery of notices.

25. 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.

Provision for general Acts.

26. Nothing herein 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 Parcels, &c.	Any distance. *d.*
For any parcel not exceeding seven pounds in weight	3
For any parcel exceeding seven pounds and not exceeding fourteen pounds in weight	5
For any parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight	7
For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight	9
For any parcel exceeding fifty-six 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.	

SCHEDULE B.

Terms of Purchase by Corporation.

The corporation shall purchase so much of the tramway as is situate within the borough of Middlesbrough, and such other works and buildings situate in the said borough, and such carriages, horses, plant, and property of the Promoters as are used by the Promoters for the purposes of their undertaking within the said borough, and shall for the same pay to the Promoters the sums which the same respectively cost the Promoters for construction and purchase respectively, and also such sum as part payment of the costs incurred by the Promoters in applying for, preparing, and obtaining the foregoing Order as shall bear to the whole sum paid for such purposes the same proportion that the length of the tramway purchased bears to the whole length of the tramway authorised by the foregoing Order.

In addition to the said sums the corporation shall pay the further sums following:—

In case the undertaking of the Promoters shall be acquired after the expiration of a period of five years and before the expiration of a period of ten years after the passing of the Act confirming this Order, and if in any year previous to such acquirement the dividend and bonus on the paid-up share capital of the Promoters was less than seven pounds and ten shillings per centum on such paid-up capital, such sum as, together with the amount paid by way of dividend and bonus in every such year, shall amount to a sum equal to seven pounds and ten shillings per centum on such paid-up capital in every such year:

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In case the undertaking of the Promoters shall be acquired after the expiration of a period of ten years and before the expiration of a period of fifteen years after the passing of the Act confirming this Order, and if in any year previous to such acquirement the dividend and bonus on the paid-up share capital of the Promoters was less than eight pounds and ten shillings per centum on such paid-up capital, such sum as, together with the amount paid by way of dividend and bonus in every such year, shall amount to a sum equal to eight pounds and ten shillings per centum on such paid-up capital in every such year:

In case the undertaking of the Promoters shall be acquired after the expiration of a period of fifteen years and before the expiration of a period of twenty-one years after the passing of the Act confirming this Order, and if in any year previous to such acquirement the dividend and bonus on the paid-up share capital of the Promoters was less than ten pounds per centum on such paid-up capital, such sum as, together with the amount so paid by way of dividend and bonus in every such year, shall amount to a sum equal to ten pounds per centum on such paid-up capital in every such year.

Neath.

NEATH AND DISTRICT TRAMWAYS.

Order authorising the Construction of Tramways in the Town of Neath and its Neighbourhood, in the County of Glamorgan.

Short title.

1. This Order may be cited as "The Neath and District Tramways Order, 1873."

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.

Promoters.

The Promoters.

4. The Neath and District 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 ten acres.

Construction of Tramways.

Neath. Construction 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," the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, 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. A Tramway (No. 1) (1 mile 4 furlongs or thereabouts in length) commencing in the parish of Cadoxton-juxta-Neath in the county of Glamorgan, at a point in the centre of the turnpike road leading from Swansea to Neath, opposite to the western corner of the Nag's Head public house in the village of Skewen, passing thence in an easterly direction along the said turnpike road, Bridge Street, Angel Street, New Street, and Orchard Street, and terminating in the centre of Orchard Street in the parish and borough of Neath, at a point 2 chains or thereabouts north-west of the main entrance to the Corporation Field.
2. A Tramway (No. 1a) (2 chains in length) situate wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction with Tramway No. 1, at a point on the said turnpike road from Swansea to Neath, $4\frac{1}{2}$ chains eastward of the point herein-before described as the point of commencement of Tramway No. 1, thence continuing in an easterly direction along the said turnpike road, and terminating by a junction with Tramway No. 1 at a point in the centre of that turnpike road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.
3. A Tramway (No. 1b) (2 chains in length) situate wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction with Tramway No. 1, at a point in the said turnpike road 3 chains or thereabouts westward of the Lodge known as the Court Herbert Lodge, continuing thence in an easterly direction along the said road, and terminating by a junction with Tramway No. 1 in the centre of the said turnpike road at a point 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.
4. A Tramway (No. 1c) (2 chains in length) situate wholly in the parish of Cadoxton-juxta-Neath, commencing by a junction with Tramway No. 1, at a point in the said turnpike road 2 chains east of the western corner of the chapel called the Episcopal Chapel, proceeding thence in an easterly direction along the said turnpike road, and terminating by a junction with Tramway No 1 in the centre of that road at a point 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.
5. A Tramway (No. 1d) (2 chains in length) situate wholly in the parish of Neath, commencing by a junction with Tramway No. 1, at a point in Angel Street 2 chains or thereabouts east of the eastern end of the

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bridge carrying Bridge Street over the Neath Canal, thence continuing in an easterly direction along Angel Street, and terminating by a junction with Tramway No. 1 at a point in the centre of that street 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

6. A Tramway (No. 2) (2 miles 4 furlongs and 6·60 chains or thereabouts in length) commencing in the parish of Neath, at the point in Orchard Street herein-before described as the termination of Tramway No. 1, passing thence through Orchard Street, the London Road, Briton Ferry Road, and Neath Road, in Briton Ferry, and terminating in the parish of Briton Ferry in the said Neath Road at a point opposite the junction of Charles Street with that road.

7. A Tramway (No. 2a) (2 chains in length) situate wholly in the parish of Neath, commencing by a junction with Tramway No. 2 at a point in Orchard Street half a chain or thereabouts southward of the point herein-before described as the point of commencement of Tramway No. 2, thence continuing in a southerly direction along Orchard Street and the London Road, and terminating by a junction with Tramway No. 2 at a point in the centre of that road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

8. A Tramway (No. 2b) (2 chains in length) situate wholly in the parish of Neath, commencing by a junction with Tramway No. 2, at a point in the London Road distant 2 chains or thereabouts north-east of the junction of Windsor Road with London Road, thence continuing in a southerly direction along the London Road, and terminating by a junction with Tramway No. 2 at a point in the centre of that road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

9. A Tramway (No. 2c) (2 chains in length) situate wholly in the parish of Lantwit-juxta-Neath, commencing by a junction with Tramway No. 2, at a point in the Briton Ferry Road opposite the north corner of Rotten Row, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2 at a point in the centre of that road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

10. A Tramway (No. 2d) (2 chains in length) situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2, at a point in the Briton Ferry Road 3 chains or thereabouts south of the point where the Panthowell-ddhu Brook crosses under that road, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2 at a point in the centre of that road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

11. A Tramway (No. 2e) (2 chains in length) situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2, at a

point in the Neath Road in Briton Ferry opposite the north-eastern corner of St. Clement's Church, thence continuing in a southerly direction along the said road, and terminating by a junction with Tramway No. 2 at a point in the centre of that road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

12. A Tramway (No. 2f) (2 chains in length) situate wholly in the parish of Briton Ferry, commencing by a junction with Tramway No. 2 at a point in Neath Road in Briton Ferry 3½ chains or thereabouts northward of the junction of Charles Street with the Neath Road, thence continuing in a southerly direction along Neath Road, and terminating by a junction with Tramway No. 2 at a point in the centre of Neath Road 2 chains or thereabouts from the point herein-before described as the commencement of the tramway.

All the proposed tramways and works herein-before described will pass or be made from, in, through, or into the several parishes and places following, or some of them; that is to say, Cadoxton-juxta-Neath, Neath, the borough of Neath, Llantwit-juxta-Neath, and Briton Ferry.

In the construction of the tramways which are situated upon the turnpike road between Briton Ferry and Skewen, native stone pitching laid upon concrete shall be used, and the materials of which and the mode in which the said portion of the tramways is constructed shall be subject to the approval of the surveyor of the Glamorganshire County Roads Board.

In the construction of so much of tramway (No. 1) as lies between its commencement and a point situated 100 yards on the town side of Neath Bridge (including Neath Bridge) the Promoters may deviate from the lines shown on the deposited plans, and shall (subject to the approval of the surveyor or engineer of the road authority) lay such part of the tramway in such a position that on one side of the tramway a space of not less than eleven feet shall wherever practicable be left between the outside of the macadamized portion of the road and the rail nearest thereto of the tramway.

In the construction of tramway (No. 2), wherever the road is less than twenty-four feet in width, the Promoters may deviate from the lines shown on the deposited plans, and shall (subject to the approval of the surveyor or engineer of the road authority) lay the tramway in such a position that on one side of the tramway a space of not less than nine feet six inches shall wherever practicable be left between the outside of the macadamized portion of the road and the rail nearest thereto of the tramway.

If any difference arises between the Promoters and the road authority with respect to the construction of tramways Nos. 1 and 2 in accordance with the aforesaid provisions, the same shall be settled in the manner specified in sec. 33 of the Tramways Act, 1870, for the settlement of the differences in the said section mentioned.

Promoters may be required to use improved form of rail.

7. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof,

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as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not maintaining rails and road in good condition.

8. 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.

Tramways to be kept on a level with surface of road.

9. 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 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, &c. may be made where necessary.

10. The Promoters may from time to time hereafter 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 to 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, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid shall, by writing under his hand, addressed to the Promoters, express his objection thereto.

Temporary tramways may be made where necessary.

11. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, with the consent of the road authority, 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 the differences in the said section mentioned.

Application of road materials excavated in

12. 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 by this Order required to maintain; and the surplus paving, metalling, or material not used or required to be retained for the purposes aforesaid shall vest in and belong to the road authority, and may be dealt with, removed, and disposed of by them in such manner as they think fit: 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, or 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 all differences between the Promoters and any road authority.

construction of Promoters works.

Traffic upon Tramways.

13. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels: Provided always, that the extreme width of the carriages, trucks, or waggons used for the conveyance of animals, goods, minerals, or parcels (not being passengers luggage) shall not exceed seven feet.

Traffic upon tramways.

Provided also, that the tramways shall not be used for the purpose of conveying animals, goods, or minerals without the consent in writing of the road authority; and provided also, that the Promoters shall not be bound to carry animals, goods, or minerals.

Tolls.

14. The Promoters may demand and take for every passenger travelling upon any of the tramways or any part thereof, and in respect of animals, goods, minerals, and parcels conveyed by them upon the tramway, including tolls for the use of the tramways and carriages or waggons or trucks, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding those specified in the schedule to this Order annexed, subject to the regulations in that behalf therein contained.

Tolls.

15. 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.

Passengers luggage.

16. 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 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 five in the evening respectively, as the Promoters think most convenient, for artisans, mechanics,

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and daily labourers, at tolls or charges 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.

Payment of tolls.

17. 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.

Promoters to pay turnpike tolls.

18. Nothing in this Order contained shall exempt the Promoters from the payment of any tolls which the road authority, or their lessees, collectors, or agents are authorised to take under the provisions of the Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act to consolidate and amend the Laws relating to Turnpike Trusts in South Wales," or of any Act amending the same, in respect of any horse or other beast drawing any carriage, waggon, truck, or vehicle, and passing through any gate or bar erected or to be erected across or on the side of any road of the road authority.

Provisions as to arbitration.

19. Where, under the provisions of "The Tramways Act, 1870," in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of "The Common Law Procedure Act, 1854," shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

20. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

(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, 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.

Provisions as to general Acts.

21. 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 PASSENGERS, ANIMALS, GOODS, &c.

	Per Mile.
Passengers.	
For every person :	*d.*
In a first-class carriage	2
In a second-class carriage	1
Animals.	
For every horse, mule, or other beast of draught or burden	6
For every ox, cow, bull, or head of cattle	6
For every calf, pig, sheep, or small animal	3¼
Goods.	
For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fire-clay, cinders, dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton	3
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 specially classed herein, and for heavy iron castings, including railway chairs, per ton	3
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton	4
For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton	4
For every carriage, of whatever description, not weighing more than one ton, tenpence, and the additional sum of twopence for every additional quarter of a ton above one ton.	
Single Articles of Great Weight.	
For the carriage of single parcels of great weight :—	
For the carriage of any iron boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, per ton	8
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.	
Small Packages.	Any distance.
For every parcel not exceeding seven pounds in weight	3
For every parcel exceeding seven pounds and not exceeding fourteen pounds in weight	5

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Any distance.

For every parcel exceeding fourteen pounds and not exceeding twenty-eight pounds in weight - - - - - - - 7

For every parcel exceeding twenty-eight pounds and not exceeding fifty-six pounds in weight - - - - - - - - 9

For every parcel exceeding fifty-six pounds in weight such sum 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.

Regulations as to Tolls.

The Promoters shall in no case be bound to charge a less sum than fourpence for the conveyance of a passenger in a first-class carriage, or twopence for the conveyance of a passenger in a second-class carriage, and in respect of passengers every fraction of a mile beyond one mile or any greater number of miles is to be deemed a mile.

For all animals or goods conveyed a less distance than three miles the Promoters may demand tolls and charges as for three miles.

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 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.

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.

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NEWPORT (MONMOUTHSHIRE) TRAMWAYS.

Order authorising the Construction of Tramways in the Borough of Newport, and the adjacent Districts, in the County of Monmouth.

Short title.

1. This Order may be cited as "The Newport (Monmouthshire) Tramways Order, 1873."

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.

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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. Interpretation.

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 Newport.

Promoters.

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

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 ten acres. Land by agreement.

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, the tramways herein-after described, with all proper rails, plates, offices, weigh-bridges, stables, carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same. Construction of tramways.

The tramways authorised by this Order are:

(1.) A tramway (No. 1), 6 furlongs and 8 chains in length, wholly in the township of Newport and parish of St. Woollos and borough of Newport, commencing at a point in Bridge Street one chain or thereabouts to the east of the intersection of Station Street with Bridge Street, and passing along Bridge Street, Baneswell Road, Commercial Street, and Commercial Road, and terminating in Commercial Road at a point one chain or thereabouts to the north of the centre of the Frederick Street level crossing of the Monmouthshire Railway and Canal Company.

(2.) A tramway or passing-place (No. 1 A), 2 chains in length, wholly in Bridge Street, in the township of Newport, and parish of St. Woollos and borough of Newport, commencing and terminating by junctions with tramway No. 1.

(3.) A tramway or passing-place (No 1 B), 2 chains in length, wholly in Commercial Street, in the township of Newport, and parish of St. Woollos and borough of Newport, commencing and terminating by junctions with tramway No. 1.

(4.) A tramway or passing-place (No. 1 C), 2 chains in length, wholly in Commercial Street, in the township of Newport, and parish of St. Woollos and borough of Newport, commencing and terminating by junctions with tramway No. 1.

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(5.) A tramway or passing-place (No. 1 D), 2 chains in length, wholly in Commercial Road, in the borough of Newport and parish of St. Woollos, commencing and terminating by junctions with tramway No. 1.

(6.) A tramway (No. 2), 1 furlong and 3 chains in length, wholly in the borough of Newport and parish of St. Woollos, commencing by a junction with tramway No. 1 at its termination in Commercial Road, at a point one chain, or thereabouts, to the north of the centre of the Frederick Street level crossing of the Monmouthshire Railway and Canal Company, and passing through part of Commercial Road, terminating at a point 30 feet, or thereabouts, north of the level crossing of the Monmouthshire Railway and Canal Company at Church Street.

(7.) A tramway or passing-place (No. 2 A), 2 chains in length, wholly in Commercial Road, in the borough of Newport and parish of St. Woollos, commencing by a junction with tramway No. 2, and terminating at a point 9 feet to the right of the termination of that tramway.

(8.) A tramway (No. 3), 4 furlongs and 4 chains in length, wholly in the borough of Newport and parish of St. Woollos, commencing by a junction with tramway No. 1 in Commercial Road, at a point about half a chain to the north of the intersection of Ruperra Street and Commercial Road, and passing along Ruperra Street, part of Dock Street, Canal Terrace, and Bolt Street, and terminating by a junction with tramway No. 1, at a point about half a chain to the south of the intersection of Bolt Street and Commercial Road.

(9.) A tramway or passing-place (No. 3 A), 2 chains in length, wholly in Dock Street, in the borough of Newport and parish of St. Woollos, commencing and terminating by junctions with tramway No. 3.

(10.) A tramway (No. 4), 1 mile and 6 chains in length, commencing in the township of Newport, and parish of St. Woollos and borough of Newport, by a junction with tramway No. 1, in Commercial Street, at a point 30 feet to the south of the intersection of Skinner Street, Baneswell Road, and Commercial Street, and passing through High Street, over Newport Bridge, through Clarence Place, the Chepstow Road turnpike gate, and along the turnpike road leading from Newport to Chepstow, and terminating at the intersection of Kensington Place and the said turupike road in the parish of Christchurch.

(11.) A tramway or passing-place (No. 4 A), 2 chains in length, wholly in High Street, in the township of Newport, and parish of St. Woollos and borough of Newport, commencing and terminating by junctions with tramway No. 4.

(12.) A tramway or passing-place (No. 4 B), 2 chains in length, wholly in the turnpike road leading from Newport to Chepstow, and in the

parish of Christchurch, and the district of the Christchurch Local Board of Health, commencing and terminating by junctions with tramway No. 4. A.D. 1873. *Newport (Mon.)*

(13.) A tramway (No. 5), 1 furlong and 7 chains in length, wholly in the township of Newport, and parish of St. Woollos and borough of Newport, commencing by a junction with tramway No. 4, in High Street, opposite Fennell's Arcade, and passing through and along the Private Road of the Great Western Railway Company, leading to their Passenger Station, thence through the goods yard of the said railway company into and along Station Street, and terminating by a junction with tramway No. 1 at its commencement in Bridge Street.

Provided that the Promoters shall not construct that portion of tramway No. 4, lying and being between its commencement in Commercial Street at a junction with tramway No. 1, and a point opposite Fennell's Arcade, in High Street, where tramway No. 4 is joined by tramway No. 5, until the said portion of High Street is widened, so that in no part thereof there shall be a less width than 24 feet between the kerbs.

In the construction of so much of tramway No. 4 as passes over Newport Bridge, the said tramway shall, if the road authority shall so require, be so laid that the centre line thereof shall be 6 inches to the north of the centre line of the said bridge and its approaches. Where in any district in which the Newport Road trustees are the road authority the road is less than 24 feet in width, the tramway shall be placed in such a position as may be determined by the said trustees, but so that a space of not less than 9 feet 6 inches shall intervene on one side of such tramway between the kerb, or other lateral boundary of the carriageway, and the rail nearest thereto of the tramway, and for such purpose the Promoters may deviate from the lines and levels shown upon the plans deposited for the purposes of this Order.

Provided also, that the Promoters shall not construct tramways No. 2 and 2 A, or any part or parts thereof respectively, without, in each case, the consent in writing of the partners for the time being in the partnership firm of the Tredegar Wharf Company.

And provided further, that the Promoters shall not construct tramway No. 5 without the consent in writing of the Great Western Railway Company (or their assigns) under their corporate seal.

Provided also, that in lieu of the tramway or passing-place (No. 4 B) the Promoters shall, if so required by the road authority, construct a passing-place opposite Albert Avenue, about 220 yards to the west of the said passing-place, and the Promoters may for such purposes deviate from the lines and levels shown upon the plans deposited for the purposes of this Order.

7. Each of the tramways shall be laid in granite pitching or some other material to be approved of by the road authority, 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 material, and shall be renewed, maintained, and kept in order by the Promoters, and no part of such granite or other pitching Mode of formation of the tramways.

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shall be removed in any case except for repairs without the consent of the road authority.

Rails to be approved of by the corporation.

8. Before the Promoters lay down any of the tramways in the borough of Newport, the form, section, and size of the rail proposed to be used shall be submitted to and approved by the Corporation.

Promoters may be required to use improved form of rail.

9. The Board of Trade may from time to time, upon the application of the road authority of any district, require the Promoters to adopt and apply such improvements in the tramway within such district, including the rails thereof, as experience may from time to time suggest, having regard to the greater security of the public and advantage to the ordinary traffic; and the Promoters shall, with all reasonable despatch, comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Penalty for not maintaining rails and road in good condition.

10. The Promoters shall at all times maintain and keep in good condition and repair the rails and substructure 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, after forty-eight hours notice has been given to the Promoters by the Corporation, and such penalty may be recovered as by clause fifty-six of the said Act is provided: Provided always, that no such penalty shall be recovered except by the Corporation, and then only if the Promoters do not proceed at or before the expiration of the said forty-eight hours to do and perform the several works, matters, and things aforesaid.

Tramways to be kept on a level with surface of road.

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

Additional crossings, &c. may be made where necessary.

12. The Promoters may from time to time hereafter 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 to 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, subject to the approval of the road authority: Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between the said rail and the outside of the footpath on either side of the road, if any owner or occupier of premises abutting on the place where such rail is proposed to be laid shall, by writing under his hand, addressed to the Promoters, express his objection thereto.

Temporary tramways may be made when necessary.

13. Where, by reason of the execution of any work affecting the surface or soil of any road along which any tramway authorised by this Order is laid, it shall in the opinion of the road authority be necessary or expedient temporarily to remove or discontinue the use of such tramway, or any part thereof, the Promoters may, with the consent of the road authority, subject to such condi-

tions 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 the differences in the said section mentioned.

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 by this Order 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 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 all differences between the Promoters and any road authority.

Traffic upon Tramways.

Traffic upon tramways.

15. The tramways may be used for the purpose of conveying passengers, animals, goods, minerals, and parcels: Provided that the Promoters shall not convey any animals, goods, or minerals, except such parcels as can be conveyed in ordinary passenger carriages, on any day between the hours of eight in the morning and eight in the evening: Provided also, that the tramways shall not be used for the purpose of conveying animals, goods, or minerals (except such parcels as aforesaid) without the authority of the corporation in writing under their corporate seal, and the corporation shall have the power in pursuance of a resolution passed by them at any time to withdraw such authority on giving to the Promoters six calendar months previous notice in writing; provided further, that the Promoters shall not be bound to carry animals, goods, or minerals.

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Tolls.

Tolls.

16. The Promoters may demand and take in respect of passengers, animals, goods, minerals, and parcels carried and conveyed upon any of the tramways or any part thereof, including tolls for the use of the tramways and the carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding those specified in the schedule to this Order annexed, subject to the regulations in that behalf specified in the same schedule: Provided always, that if at any time after the opening for public traffic of any portion of the tramways it is represented in writing to the Board of Trade by the corporation that such charges are 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, reducing the amount of the tolls and charges, or of any of them, to be thenceforth charged by the Promoters, 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.

17. 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.

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 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 five in the evening respectively, as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at tolls or charges not exceeding one halfpenny per mile (the Promoters, nevertheless, not being required to take any fares 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.

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 use of tramways on Sundays.

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 46 of the Tramways Act, 1870, regulations and byelaws as to the times of user of the tramways on any Sunday, Good Friday, or Christmas Day to which such

consent applies, in like manner in every respect as if such matters were matters specified in the said section in relation to which regulations and byelaws may be made.

Power for corporation to remove tramways in certain events.

21. If the Corporation at any time after five years from the completion of the tramways or of any parts thereof determine, by a resolution passed at a meeting specially called for such purpose, that all the tramways or any part thereof should be discontinued and ought to be removed, the corporation may give notice to the Promoters requiring them to remove such tramways or such part of such tramways as are or is specified in the notice; or if the corporation at any time after the expiration of one year from the completion of any of the tramways or any part thereof constructed in any road shall, by resolution passed at a meeting specially called for such purpose, declare the same to be dangerous or prejudicial to the traffic of such road, the corporation may give notice to the Promoters to remove or alter such tramway or such part thereof as appears to the corporation to be dangerous or prejudicial to the traffic of such road.

Provided always, that the Promoters may, if they think fit, request an inquiry to be made by the Board of Trade as to the propriety of any such resolution of the corporation, and if the Board of Trade confirm such resolution, but not otherwise, the Promoters shall discontinue or alter or remove such tramway or such part of a tramway as directed, and reinstate the roads disturbed thereby, and if the Promoters do not alter or remove such tramway or such part of a tramway accordingly as directed, the corporation may remove or alter such tramway or part of a tramway, and may make good such road as aforesaid, and may sell all or any part of the materials removed, and out of the sale of such proceeds reimburse themselves their expenses relative to such removal and sale, and making good such road and consequent thereon (rendering the overplus, if any, to the Promoters): Provided also, that if on appeal by the Promoters to the Board of Trade it shall appear after due inquiry made by them that the Promoters are entitled to any payment from the corporation for the actual cost incurred by the Promoters in the several roads, the Board of Trade shall have power to determine what amount the corporation shall pay to the Promoters accordingly.

Time when local authority may purchase tramways.

22. For the purposes of section 43 of "The Tramways Act, 1870," the period after the expiration of which the local authority may purchase the undertaking of the Promoters under the authority of the said section shall be seven years from the time of the passing of the Act confirming this Order, and for such purpose the said section shall be construed as if the period of seven years had been prescribed thereby instead of the period of twenty-one years: Provided always, that in case the Promoters are required to sell the undertaking before the expiration of a period of twenty-one years from the time of the passing of the Act confirming this Order, they shall not be compelled to do so upon the terms and conditions specified in said section 43, nor unless the local authority shall, by resolution passed in accordance with the provisions of said section 43, decide to purchase the whole of the tramways, and all lands, buildings, works, carriages, horses, plant, property, and effects of the Promoters used by them for the purposes of their undertaking,

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at such price, upon such terms, and subject to such conditions as may be agreed upon between the Promoters and the local authority, or as in case of difference may be determined by arbitration in manner provided by the Lands Clauses Consolidation Act, 1845, for the settlement of questions of disputed compensation, and any purchase so made shall be deemed to be a purchase of the undertaking of the Promoters under the authority of said section 43.

As to sale of tramways.

23. No sale of the tramways shall be made by the Promoters to any person, corporation, or company within seven years from the passing of the Act confirming this Order, until the tramways and undertaking have been first offered for sale to the corporation, on terms not less advantageous to purchasers than the Promoters shall be willing to sell or let the same to any other parties.

Provisions as to arbitration.

24. Where, under the provisions of "The Tramways Act, 1870," in this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of "The Common Law Procedure Act, 1854," shall apply to every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

25. With respect to notices, and to the delivery thereof by or to the Promoters, the following provisions shall have effect; (that is to say,)

(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, 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.

Provision for general Acts.

26. 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.

Tolls and Charges for the Conveyance of Passengers, Animals, Goods, &c.

	Per Mile. s.	d.
For every person travelling upon the tramways - - - -	0	1½
Animals.		
For every horse, mule, ox, cow, bull, or head of neat cattle -	0	2
For every calf, pig, sheep, lamb, or other small animal -	0	1

Goods.	Per Mile. s.	d.
For all coals, cinders, dung, compost, manures, gravel, and all undressed materials for the repair of public roads or highways, per ton -	0	3
For all coke, culm, charcoal, sand, lime, limestone, all stones for building, pitching, and paving, all bricks, tiles, slates, clay, chalk, marl, iron, ironstone, copper, tin, lead, and iron ore, per ton -	0	5
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 - - -	0	5
For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, metals (except iron), tinned nails, nails, anvils, vices, and chains, per ton - - - - -	0	6
For all cotton, wools, drugs, manufactured goods, fish, and all other wares, merchandise, articles, matters, or things, per ton - -	0	8

Small Parcels.	Any Distance.	
For every parcel not exceeding seven pounds in weight - -	0	3
For every parcel exceeding seven pounds but not exceeding fourteen pounds in weight - - - - -	0	5
For every parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight - - - - -	0	7
For every parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight - - - - -	0	9
For every parcel exceeding fifty-six pounds but not exceeding one hundred and twelve pounds in weight - - - -	1	6

For parcels exceeding one hundred and twelve pounds, the Promoters may demand such sum as they 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.

Regulations as to Tolls.

The Promoters shall in no case, except in the case of carriages provided by them under the provisions of section 18 of this Order, be bound to charge a less sum than twopence for the conveyance of a passenger; and in respect of passengers, every fraction of a mile beyond one mile or any greater number of miles is to be deemed a mile.

For a fraction of a mile beyond three miles, or beyond any greater number of miles, the Promoters may demand tolls and charges for such fraction in proportion to the number 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.

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.

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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.

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