CHAPTER clvii.

An Act to confirm certain Provisional Orders made by the Board of Trade under "The Tramways Act, 1870," relating to Birmingham (Corporation), Southwold, and Halesworth. A.D. 1872.

[6th August 1872.]

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

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

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

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

Short title.

1. This Act may be cited as "The Tramways Orders Confirmation Act, 1872 (No. 3)."

Confirmation of Orders in schedule.

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

A.D. 1872.

SCHEDULE.

List of Orders in Schedule.

1. Birmingham (Corporation).—Order authorising the mayor, aldermen, and burgesses of the borough of Birmingham, in the county of Warwick, to construct Tramways in the said borough.

2. Southwold and Halesworth.—Order authorising the construction of Tramways between Southwold and Halesworth, in the county of Suffolk.

Birmingham.

BIRMINGHAM (CORPORATION) TRAMWAYS.

Order authorising the Mayor, Aldermen, and Burgesses of the Borough of Birmingham, in the County of Warwick, to construct Tramways in the said Borough.

Short title.

1. This Order may be cited as "The Birmingham (Corporation) Tramways Order, 1872."

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," except where the same are expressly varied by this Order, are hereby incorporated with 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 Birmingham:

The expression "the borough" shall mean the borough of Birmingham.

The Promoters.

Promoters.

4. The Corporation, acting under the authority and for the purposes of the Act passed in the session of Parliament held in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act to "provide for the regulation of Municipal Corporations in England and Wales," and of all other statutes altering or amending the same and affecting the Corporation, shall, subject to the provisions of this Order, carry the same into

effect in like manner in every respect as if the purposes of this Order were purposes of the said Act, and are in this Order referred to as "the Promoters."

Lands by agreement.

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

Construction of Tramways.

Construction of tramways.

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

The tramways authorised by this Order are,—

A Tramway, No. 1, wholly situate in the parish of Birmingham, commencing in Monmouth Street at its junction with Colmore Row and Livery Street, and passing thence along Monmouth Street into and along Snow Hill, Constitution Hill, Great Hampton Street, and Hockley Hill, and terminating in that street at the borough boundary.

A Tramway, No. 1A, wholly situate in the parish of Birmingham, commencing in Monmouth Street at its juncture with Colmore Row and Livery Street, and passing thence along Monmouth Street into and along Snow Hill, Constitution Hill, Great Hampton Street, and Hockley Hill, and terminating in that street at the borough boundary.

A Tramway, No. 2, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing in the parish of Birmingham in the road or street called Paradise Street, at or near the end of Congreve Street, thence passing along Paradise Street into and along Suffolk Street, Navigation Street, Great Queen Street, Dudley Street, the new street between Dudley Street and Tonk Street, Tonk Street, Hurst Street, Bromsgrove Street, Moat Row, Bradford Street, and Moseley Road, and terminating in the Moseley Road at the borough boundary, in the parish of Aston-juxta-Birmingham.

A Tramway, No. 2A, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing in the parish of Birmingham, in the road or street called Paradise Street, at or near the end of Congreve Street, thence passing along Paradise Street into and along Suffolk Street, Navigation Street, Great Queen Street, Dudley Street, the new street between Dudley Street and Tonk Street, Tonk Street, Hurst Street, Bromsgrove Street, Moat Row, Bradford Street, Camp Hill, Stratford Place, and Moseley Road, and terminating in the Moseley Road at the borough boundary, in the parish of Aston-juxta-Birmingham.

A Tramway, No. 3, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing in the parish of Birmingham, at or near the north-east end of High Street, thence passing into and

A.D. 1872.

Birmingham.

along Dale End, Stafford Street, Aston Street, and Aston Road, and terminating in that road at the borough boundary at Aston Brook, in the parish of Aston-juxta-Birmingham.

A Tramway, No. 3A, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing in the parish of Birmingham, in Dale End, at or near the east end thereof, by a junction with Tramway No. 3, thence passing respectively along Coleshill Street, Prospect Row, Woodcock Street, and Aston Road, and terminating in that road at the borough boundary at Aston Brook, in the parish of Aston-juxta-Birmingham.

A Tramway, No. 3B, wholly situate in the parish of Birmingham, commencing in Dale End, at or near its junction with High Street and Bull Street, thence passing into and along Albert Street and Moor Street, and terminating in Dale End by a junction with Tramway No. 3, hereinbefore described.

A Tramway, No. 3C, wholly situate in the parish of Birmingham, commencing at or near the west end of Dale End at its junction with High Street, and passing thence into and along Dale End, and terminating in that street by a junction with Tramway No. 3 at or near the end of John Street.

A Tramway, No. 3D, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing in the parish of Birmingham by a junction with the Tramway No. 3, herein-before described, in Stafford Street, at or near the north end thereof, and passing thence into and along Aston Street, Gosta Green, and Aston Road, and terminating in that road in the parish of Aston-juxta-Birmingham by a junction with Tramway No. 3A, at or near the north end of Gosta Green.

A Tramway, No. 4, wholly situate in the parishes of Birmingham and Edgbaston, commencing in the parish of Birmingham by a junction with the Tramway No. 2A, herein-before described, in the road or street called Smallbrook Street, at or near its junction with Tonk Street and Hurst Street, thence passing along in a westerly direction into and along Smallbrook Street, and along Horse Fair, Bristol Street, and Bristol Road, and terminating in the Bristol Road, at the borough boundary at Bournbrook, in the parish of Edgbaston.

A Tramway, No. 4A, wholly situate in the parishes of Birmingham and Edgbaston, commencing in the parish of Birmingham by a junction with Tramway No. 2 in Bromsgrove Street, at or near its junction with Hurst Street, thence passing westward along Bromsgrove Street, and southward into and along Bristol Street and Bristol Road, and terminating in the Bristol Road, at the borough boundary at Bournbrook, in the parish of Edgbaston.

A Tramway, No. 5, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing by a junction with Tramway No. 3D, herein-before described, in Aston Street, at or near the north-east end thereof, thence passing across Gosta Green into and along

Lister Street, Great Lister Street, Bloomsbury Street, and Nechell's Park Road, and terminating in Nechell's Park Road at its junction with Church Road.

A Tramway, No. 5A, wholly situate in the parish of Aston-juxta-Birmingham, commencing by a junction with Tramway No. 3A, herein-before described, in Prospect Row, at or near its junction with Woodcock Street, thence passing along Ashted Row, Bloomsbury and Saltley Road, and terminating in Saltley Road near the borough boundary.

A Tramway, No. 5B, wholly situate in the parish of Aston-juxta-Birmingham, commencing by a junction with Tramway No. 5A, herein-before described, in Bloomsbury, thence passing along Great Francis Street, and terminating in the Saltley Road by a junction with Tramway No. 5A, herein-before described.

A Tramway, No. 6, wholly situate in the parishes of Birmingham and Edgbaston, commencing in the parish of Birmingham by a junction with Tramway No. 2, in Paradise Street, at or near the west end thereof, thence passing along Easy Row, Broad Street, Islington, and Hagley Road, and terminating in the Hagley Road at the borough boundary in the parish of Edgbaston.

A Tramway, No. 6A, wholly situate in the parishes of Birmingham and Edgbaston, commencing in the parish of Birmingham by a junction with Tramway No. 2A, in Paradise Street, at or near the west end thereof, thence passing into and along Easy Row, Broad Street, Islington, and Hagley Road, and terminating in the Hagley Road at the borough boundary.

A Tramway, No. 7, wholly situate in the parish of Birmingham, commencing by a junction with the Tramway No. 2, herein-before described, in Paradise Street, at or near the east end thereof, thence passing into and along New Street and High Street, and terminating in Dale End by a junction with Tramway No. 3C, herein-before described.

A Tramway, No. 7A, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 2A, in Paradise Street, at or near the east end thereof, passing thence into and along New Street, and terminating in High Street by a junction with Tramway No. 7 at or near the end of New Street.

A Tramway, No. 7B, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 7, at or near the junction of High Street and Dale End, thence passing into and along Bull Street and Snow Hill, and terminating at Snow Hill by a junction with Tramway No. 1A.

A Tramway, No. 7C, wholly situate in the parish of Birmingham, commencing in High Street by a junction with Tramway No. 7 at or near the end of Carr's Lane, and terminating in Bull Street by a junction with Tramway No. 7B at or near the end of the Coach Yard.

A Tramway, No. 7D, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 1A at or near the junction

A.D. 1872.

Birmingham.

of Bull Street, Monmouth Street, and Snow Hill, thence passing into and along Steelhouse Lane and Aston Street, and terminating in that street by a junction with Tramway No. 3 at or near the west end thereof.

A portion of Tramway, No. 7E, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 3B, in Moor Street, at or near its junction with Albert Street, thence passing along and terminating in Moor Street, at or near the end of Carr's Lane, and a further portion of Tramway, No. 7E, commencing at the south-west end of Moor Street, thence passing into and across the Bull Ring, and into and along Spiceal Street and Jamaica Row, and terminating at Bromsgrove Street by a junction with Tramway No. 2, at or near the south end of Jamaica Row.

A Tramway, No. 7F, wholly situate in the parish of Birmingham, commencing at the south-west end of Moor Street, and passing thence into and across the Bull Ring, and into and along Spiceal Street and Jamaica Row, and terminating in Bromsgrove Street by a junction with Tramway No. 2A at or near the end of Jamaica Row.

A Tramway, No. 8, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 1A in Monmouth Street, at or near the west end thereof, thence passing along Monmouth Street and into and along Colmore Row and Ann Street, and terminating in Paradise Street, at or near the east end thereof, by a junction with Tramway No. 2.

A Tramway, No. 8A, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 1 in Monmouth Street, at or near the west end thereof, thence passing along Monmouth Street and into and along Colmore Row and Ann Street, and terminating in Paradise Street, at or near the east end thereof, by a junction with Tramway No. 2A.

A Tramway, No. 9, wholly situate in the parishes of Birmingham and Aston-juxta-Birmingham, commencing by a junction with Tramway No. 7E in Moor Street, at or near its junction with the Bull Ring, thence passing into and along the Bull Ring, Digbeth, High Street Deritend, High Street Bordesley, and Coventry Road, and terminating in the Coventry Road at its junction with Golden Hillock Lane, in the parish of Aston-juxta-Birmingham.

A Tramway, No. 9A, wholly situate in the parish of Birmingham, commencing by a junction with Tramway No. 7F in Moor Street, at or near its junction with the Bull Ring, and thence passing into and along the Bull Ring and Digbeth, and terminating in Digbeth at or near the end of Allison Street.

A Tramway, No. 10, wholly situate in the parish of Edgbaston, commencing by a junction with Tramway No. 6 in Hagley Road, at or near the east end thereof, thence passing along Calthorpe Road, Highfield

Road, and Harborne Road, and terminating in Harborne Road at the borough boundary.

A Tramway, No. 10A, wholly situate in the parish of Edgbaston, commencing by a junction with Tramway No. 6A herein-before described, in Hagley Road, at or near the east end thereof, thence passing along Calthorpe Road, Highfield Road, and Harborne Road, and terminating in Harborne Road at the borough boundary.

A Tramway, No. 10B, wholly situate in the parish of Edgbaston, commencing by a junction with Tramway No. 10 in Harborne Road, at or near the south end of Chad Road, thence passing along Chad Road to and terminating in Hagley Road by a junction with Tramway No. 6 at or near the north end of Chad Road.

Power to make additional crossing places.

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

Tramways to be kept on level with surface of roads.

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

Power to make temporary tramways.

9. When by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are constructed, or from any other cause, it is necessary or expedient temporarily to remove or discontinue the use of any tramway or part of a tramway, the Promoters may, if they think fit, in the same or in any adjacent road in the borough, construct and maintain a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued.

Application of road materials excavated in construction of works.

10. Any paving, metalling, or material excavated by the Promoters in the construction of the works authorised by this Order from any road under their jurisdiction or control 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.

Protecting bridges over Birmingham Canal.

11. Wheresoever any of the tramways by this Order authorised shall be constructed upon a bridge carrying a road over the canal of the company of proprietors of the Birmingham Canal Navigations (herein-after called the Canal Company), the following provisions shall apply:—

A.D. 1872.

Birmingham.

A.—The Corporation shall give seven days notice in writing to the Canal Company of the intention to commence the construction of the tramway, and shall at the same time send sufficient specifications or other information to show the nature of the interference with the bridge.

B.—If the engineer of the Canal Company shall be of opinion that the mode proposed of constructing the tramway will render the bridge insecure or injure it, and no method is agreed on of constructing the tramway to the satisfaction of the said engineer, the matter shall be referred to some engineer to be agreed upon between the parties, or if they cannot agree, to be appointed by the Board of Trade, and the award of such referee shall be binding on the Canal Company and the Corporation.

C.—The works on the bridge shall be executed under the superintendence and to the reasonable satisfaction of the engineer of the Canal Company.

D.—Any additional expense in the maintenance of the bridge, or of the roadway on the same, or of the approaches thereto, occasioned by the construction, use, and maintenance of the tramway, shall be borne by the Corporation.

Rights of Birmingham Canal Company to open roads.

12. Nothing in this Order shall take away or abridge any power to open or break up any road along or across which any tramway is laid, or any other power vested in the Canal Company, for the purpose of constructing, raising, lowering, repairing, altering, re-building, or removing any bridge or any approach thereto, or otherwise; but in the exercise of such power the Canal Company shall be subject to the following restrictions; that is to say,

1. They shall cause as little detriment or inconvenience to the Corporation as circumstances admit:
2. Before they commence any work whereby the traffic on the tramway will be interrupted, they shall (except in cases of urgency, in which cases no notice shall be necessary) give to the Corporation notice of their intention to commence such work, specifying the time at which they will begin to do so, such notice to be given eighteen hours at least before the commencement of the work:
3. They shall not be liable to pay to the Corporation any compensation for injury done to the tramway by the execution of such work, or for loss of traffic occasioned thereby, or for the reasonable exercise of the powers so vested in them as aforesaid:
4. Whenever, for the purpose of enabling them to execute such work, the Canal Company shall so require, the Corporation shall either stop the traffic on the tramway to which the notice shall refer, where it would otherwise interfere with such work, or shore up and secure the same at their own risk and cost during the execution of the work there, provided that such work shall always be completed by the Canal Company, as the case may be, with all reasonable expedition:
5. The Canal Company shall not execute such work so far as it immediately affects the tramway, except under the superintendence of the Corporation, unless they refuse or neglect to give such superintendence at the time specified in the notice for the commencement of the work or discontinue

the same during the progress of the work; and they shall execute such work at their own expense and to the reasonable satisfaction of the Corporation: Provided that any additional expense imposed upon the Canal Company by reason of the existence of the tramway shall be borne by the Corporation.

Difference between the Corporation and Birmingham Canal Company.

13. If any difference arises between the Corporation and the Canal Company with respect to any interference or control exercised or claimed to be exercised by the Corporation or on their behalf or by the Canal Company by virtue of this Order in relation to any tramway or work, or in relation to any work or proceeding of the Canal Company, or with respect to the propriety of or the mode of execution of any work relating to any tramway, or with respect to the amount of any compensation to be made by or to the Corporation, or on the question whether any work relating to any tramway is such as ought reasonably to satisfy the Canal Company, or with respect to any other subject or thing regulated by or comprised in this Order, the matter in difference shall (unless otherwise specially provided by this Order) be settled by an engineer or other fit person nominated as referee by the Board of Trade on the application of the Corporation or the Canal Company, and the expenses of the reference shall be borne and paid as the referee directs.

Corporation not to interfere with the right, &c. of the Canal Company.

14. Nothing in this Order contained shall extend to prejudice, diminish, alter, or take away any of the rights, privileges, powers, or authorities vested in the Canal Company in and by all or any of the several Acts of Parliament now in force relating to their canals, except as is expressly mentioned by this Order.

For protection of works of Birmingham Waterworks and Gas Companies.

15. If the Promoters desire, under the authority of this Order, to do any act which shall or may render necessary the removal or displacement of any of the mains or pipes, valves, syphons, plugs, or apparatus, or other works belonging to or controlled by the Birmingham Waterworks Company, the Birmingham Gaslight and Coke Company, or the Birmingham and Staffordshire Gaslight Company, the Promoters shall give to those companies respectively fourteen days notice of such desire, and the company to whom such notice shall be given shall forthwith (without prejudice nevertheless to the protection afforded them by sub-section 2 of section 30 of "The Tramways Act, 1870,") make such removal or displacement as may be necessary, and do all works incident thereto, and all expenses to be thereby incurred shall be defrayed by the Promoters.

Nothing contained in this Order shall interfere with the exercise by the said companies of the powers and privileges conferred upon them by any Acts or Act of Parliament of laying down and maintaining, and, as occasion may require, of repairing and altering any mains or pipes in and under any of the roads or thoroughfares upon which any tramways may be laid under the authority of this Order, and the provisions of sub-section 4 of section 32 of "The Tramways Act, 1870," in favour of the local authority or the road authority, shall be extended to and include the said companies.

Traffic.

Traffic upon tramways.

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

A.D. 1872.

Birmingham.

The Promoters may use tramways for sanitary purposes, &c.

17. The Promoters may, at such times and in such manner as they think fit, but subject to the reasonable byelaws for the time being in force with respect to the tramways, use the tramways for sanitary purposes, and for the conveyance of scavenging stuff, road metal, and other materials required for the works of the Promoters, free of all tolls and charges in respect of such use.

Tolls.

Tolls for passengers.

18. The lessees of the Promoters (in this Order referred to as "the lessees") may demand and take for every passenger travelling upon any of the tramways or any part thereof, including tolls for the use of the tramway and the carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile), but the lessees may charge for any less distance than three miles any sum not exceeding threepence: Provided always, that if at any time after three years from the opening for public traffic of any of the tramways it shall be represented in writing to the Board of Trade by twenty burgesses of the borough that the lessees are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable, the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of "The Tramways Act, 1870;" and if such referee report that the truth of such representations has been proved to his satisfaction, the Board may make an order in writing, limiting the amount of the rates and fares to be thenceforth charged by the lessees for the conveyance of passengers for distances not exceeding two miles to twopence, and the lessees shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time after making any such order revoke or modify the same for good cause shown to them.

Passengers luggage.

19. 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.

20. Every lease of the tramways granted by the Promoters shall imply a condition of re-entry if at any time during the continuance of the demise the lessees do not run at least two carriages each way every morning in the week and every evening in the week (Sundays, Christmas Day, and Good Friday always excepted), at such hours as the Promoters think most convenient, for artisans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the lessees, 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 Board of Trade shall have power to fix and regulate the same from time to time.

Tolls for animals and goods.

21. The lessees may demand and take in respect of any animals, goods, minerals, articles, parcels, or things (herein-after included under the expression

"goods") 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.

Tolls if tramways left open to be used by the public.

22. If the tramways or any part thereof be left open to be used by the public, the Promoters may demand and take from the person or persons so using the tramways or any part thereof the following tolls and charges in respect of such user; (namely,)

For every passenger travelling in or upon any of the carriages of such person or persons, any sum not exceeding one halfpenny nor less than one farthing per mile:

For any goods conveyed in or upon the carriages of such person or persons, any sum or sums not exceeding one half of the tolls or charges mentioned in the schedule in respect of such goods so conveyed:

And the Promoters may, if they think fit, so commute such tolls or charges as that the commuted sum may be as near as possible an equivalent of such tolls and charges.

Persons using the tramways to permit servants of the Promoters to ride in each carriage, &c. free of charge.

23. The person or persons (not being the lessees) using the tramways or any part thereof left open to be used by the public, and their officers and servants, shall permit any person duly authorised for that purpose by the Promoters to ride free of charge for the whole or any part of the journey in or upon each carriage, waggon, truck, or vehicle in or upon which any passengers or goods shall be conveyed by such person or persons upon the tramways or such part thereof.

Certain provisions of the Tramways Act, 1870, as to licenses extended to persons using the tramways when left open to be used by the public.

24. The provisions contained in the following sections of the "Tramways Act, 1870," namely,

Sect. 36. (In default of payment of tolls, licensees carriages may be detained and sold);

Sect. 37. (Licensees to give account of passengers carried by them);

Sect. 38. (Licensees not giving account of passengers carried liable to a penalty);

Sect. 39. (Disputes as to amount of tolls to be settled by justices); and

Sect. 40. (Owners of carriages liable for damage done by their servants);

shall, so far as the same are applicable in this behalf, extend and apply, mutatis mutandis, to the person or persons so using the tramways or any part thereof left open to be used by the public; and in construing those sections for the purpose aforesaid—

The expression the "licensee" or "licensees" shall mean the person or persons so using the tramways or any part thereof;

The expression "passengers" shall include goods;

The expression "number of passengers" shall include the number or quantity (as the case may require) of the goods conveyed; and

The expression "carriage" shall include any waggon, truck, or vehicle in or upon which such goods shall be conveyed.

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

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

Provisions as to carriage of goods, &c.

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

As to payment of tolls.

27. 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 persons authorised to demand and take such tolls respectively may by notice to be annexed to the list of tolls appoint.

Limitation as to amount of moneys to be borrowed.

28. The amount of moneys which under the provisions of section 20 of "The Tramways Act, 1870," the Corporation may, for the purpose of paying all expenses incurred by them in applying for and obtaining this Order, and for carrying into effect the purposes hereof, borrow and take up at interest shall be one hundred and fifty thousand pounds, and the time for which such money may be borrowed shall be thirty years.

Application of rents and tolls.

29. Notwithstanding anything in "The Tramways Act, 1870," contained, all moneys received by the Corporation by way of rent or tolls in respect of the tramways shall be applied year by year as follows, videlicet:—

In the first place, in payment of the expense of maintenance and repair of the tramways, in so far as the Corporation is liable for such maintenance and repair;

In the second place, in payment of the interest of the moneys borrowed under this Order; and

In the third place, in and towards repayment of the principal moneys so borrowed.

Provision as to general Acts.

30. Except as is herein expressly provided, 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 be passed during this or any future session of Parliament.

SCHEDULE.

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

Animals.	*s.*	*d.*
For every horse, mule, or other beast of draught or burden - -	1	0
For every ox, cow, bull, or head of cattle - - - -	0	8
For calves, pigs, sheep, and small animals, per head - - - -	0	6

Goods.

For all coals, coke, culm, charcoal, cannel, limestone, chalk, lime, salt, sand, fireclay, cinders, dung, compost, and all sorts of

	s.	*d.*
manure, and all undressed materials for the repair of public roads or highways, per ton - - - - -	0	10
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 specially classed herein, and for heavy iron castings, including railway chairs, per ton - - -	0	10
For all sugar, grain, corn, flour, hides, dye-woods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton - -	1	0
For cotton wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton -	1	3
For every carriage, of whatever description - - -	2	0

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
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 but not exceeding five hundred 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.

For the Carriage of Single Parcels of great Weight.

	s.	*d.*
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 - -	2	0
For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which with the carriage shall exceed eight tons, such sum as the Promoters may think fit.		

Regulations as to Tolls.

For a fraction of a ton the Promoters may demand tolls according to the numbers of a quarter of a ton in such fraction, and if there be a

A.D. 1872.

Birmingham.

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.

Southwold and Halesworth.

SOUTHWOLD AND HALESWORTH TRAMWAYS.

Order authorising the Construction of Tramways between Southwold and Halesworth, in the County of Suffolk.

Short title.

1. This Order may be cited as "The Southwold and Halesworth Tramways Order, 1872."

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, 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 Southwold.

Promoters.

The Promoters.

4. The Lowestoft, Yarmouth, and Southwold 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.

Power to make tramways and works.

6. The Promoters may, subject to the provisions of this Order, make and maintain, in accordance with the plans and sections deposited for the purposes of this Order (in the Order referred to as the deposited plans and sections), the tramways herein-after described, with all proper rails, plates, offices, stables,

carriage-houses, warehouses, works, and conveniences connected therewith, or for the purposes thereof, and may work and use the same.

Southwold and Halesworth.

The tramways authorised by this Order are:—

Tramway No. 4, 3 miles 4 furlongs 7 chains and about 50 links in length, commencing at a point opposite the Swan Hotel, in the borough or town of Southwold, thence proceeding along the High Street of the borough or town, and passing over the Buss Creek Bridge into the parish of Reydon, and thence along the road leading to Wangford, passing by the parish church of Reydon, and continuing in a westerly direction into the village of Wangford, and terminating on the turnpike or London Road, at a point opposite the Angel Inn at Wangford:

Tramway No. 6, 6 miles 3 furlongs 1 chain and about 80 links in length, commencing in the parish of Wangford by a junction with Tramway No. 4, at a point opposite the Angel Inn at Wangford, and thence passing through some or all of the parishes or places of Uggeshall, Brampton, Westhall, Sotherton, Holton, and Halesworth, and terminating in Bridge Street, in the said last-mentioned parish or place, at a point 2 furlongs 1 chain and 50 links, or thereabouts, beyond the centre of a bridge which carries the Great Eastern Railway over the road leading to Halesworth and Holton.

Construction of tramway in Southwold.

7. The Promoters shall not, except with the consent of the Corporation, commence any part of Tramway No. 4 which is within the borough of Southwold, until that part of Tramway No. 4 which is beyond the said borough and Tramway No. 6 are made and ready for use; nor until the said bridge over the Buss Creek is widened as required by this Order, and the road over the said bridge is completed: Provided always, that in the construction of so much of Tramway No. 4 as is situated in front of the premises belonging to John Leman Ewen in the High Street, Southwold, a clear space of not less than 9 feet 6 inches shall intervene between the edge of the footpath and the rail of the tramway nearest to such premises.

Deviation from centre line of road in case of Tramway No. 6.

8. Where in any district any part of Tramway No. 6, if constructed according to the deposited plans and sections, would be so laid that a less space than nine feet six inches would intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, the Promoters shall not construct such part in accordance with the deposited plans and sections; but they may, and are hereby required, to deviate from the said deposited plans and sections, and to construct such part of such tramway on one side of the road, and the side of the road upon which the same shall be constructed shall be decided by the local authority of such district.

Turn-outs and passing places.

9. A single line of rails or trams only shall be laid along the several roads and streets through which the tramways will respectively pass, except where turn-outs or passing places may be required to be constructed for the satisfactory working of the tramways; and the Promoters may from time to time in any district subject to the provisions of this Order, make all such crossings, turn-

A.D. 1872.

Southwold and Halesworth.

outs, 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, carriage sheds, or works of the Promoters, subject to the approval of the local authority and road authority of such district: 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.

Tramways to be always kept on level with surface of roads.

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

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, and so as not to be a danger or annoyance to the ordinary traffic, the rails of which any of the tramways for the time being consist, and the substructure upon which the same rest; and if the Promoters at any time fail to comply with this provision, or with any of requirements of section twenty-eight of "The Tramways Act, 1870," they shall be subject to a penalty not exceeding five pounds for each day on which such act of omission continues; and such penalty may be recovered in manner provided by section fifty-six of the said Act.

As to widening and improvement of the Buss Creek Bridge.

12. The Promoters shall alter or widen the bridge which carries the road over the Buss Creek so as to give a clear width between the parapets or railings of such bridge of not less than thirty feet, and in accordance with a plan to be agreed upon by the Corporation or their engineer and the engineer for the time being of the Promoters, and under the superintendence and to the reasonable satisfaction of the Corporation or their engineer for the time being, unless after seven days notice given by the Promoters of their intention to commence such works such superintendence is refused or withheld: Provided always, that in the event of any difference between the Corporation or their engineer and the engineer of the Promoters, the same shall be settled by a referee to be appointed by the Board of Trade in the manner provided by section thirty-three of "The Tramways Act, 1870."

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 of the tramways, or any part thereof, 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 such part of any tramway, the Promoters may, subject to the 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 tramways or part of a tramway so removed or discontinued.

Application of road materials excavated in construction of 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 the completion of any of the tramways within the district of such road authority of so much of the roadway on either side of such tramways as the Promoters are by this Order 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 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.

Tolls.

Tolls for passengers.

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 tramway and the carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile); but the Promoters may charge for any less distance than three miles any sum not exceeding threepence: Provided always, that if at any time after three years from the opening for public traffic of any of the tramways, it is represented in writing to the Board of Trade by the local authority of any district in which such tramway is wholly or partly situate, or by twenty inhabitant ratepayers of any such district, that the Promoters are charging a greater sum than twopence for distances not exceeding two miles, and that under the circumstances then existing such charge is unreasonable, the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of "The Tramways Act, 1870;" and if such referee report that the truth of the representation has been proved to his satisfaction, the said Board may make an order in writing, limiting the amount of the rates and fares to be

A.D. 1872.

Southwold and Halesworth.

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

Tolls for animals and goods.

19. The Promoters may demand and take in respect of any animals, goods, minerals, or parcels conveyed by them on the tramways, including, except as is by this Order specially provided, 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 uot exceeding the rates specified in the schedule to this Order annexed.

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

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

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 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.

Agreements as to maintenance and use of tramways.

22. The Promoters and any road authority may enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the tramways, and the plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

Provision as to arbitration.

23. Where under the provisions of "The Tramways Act, 1870," any matter in difference is referred to the arbitration of an engineer or other fit 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.

Southwold and Halesworth.

For facilitating interchange and transmission of through traffic.

24. If the Corporation at any time or times hereafter give notice in writing to the Promoters, stating that in their opinion the Promoters have not made or are not carrying out proper arrangements for facilitating the interchange and forwarding of traffic coming from or destined for any tramway which belongs to any other company or person, and forms an authorised junction with either of the tramways authorised by this Order, and the Promoters do not, within fourteen days after delivery of such notice to them, make arrangements in that behalf to the satisfaction of the Corporation, the Board of Trade may and shall, from time to time, upon representation of the Corporation, appoint a referee to inquire into the truth of such representation, in the manner prescribed by section sixty-three of "The Tramways Act, 1870;" and if such referee report that such representation is true, the Board of Trade may make such regulations, including, if that Board so think fit, arrangements for booking through the traffic, or any part thereof, and the fixing of through fares and rates, as, having regard to all the circumstances of the case, they may deem expedient for providing for such interchange and forwarding of traffic with as little inconvenience as may be to the public; and after fourteen days from the date of the delivery of a copy of any such regulation to the Promoters, the same shall be binding upon the Promoters, and may be enforced in the same manner as regulations made by the local authority under section forty-six of "The Tramways Act, 1870."

Provided always, that if and whenever the Board of Trade fix any through rate or fare under this section, they shall at the same time fix and determine the proportions in which such through rate or fare shall be divided between and belong to the Promoters and the other company or companies interested; and in fixing and determining such proportions the Board shall take into account all the circumstances of the case, including the actual and relative cost of construction and maintenance of the respective tramways and works of the respective companies; and the said Board may from time to time rescind, alter, or vary any order which they may make under this section.

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; (namely,)

(1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by the local authority or any road authority, shall be sufficiently authenticated by being signed by their clerk or secretary:

(2.) Any notice to be delivered by or to the company 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; and every such letter shall be deemed to be received by the authority, body, or company, or by the Promoters (as the case may be), on the day on which the same ought to be delivered at their principal office in the ordinary course of post.

A.D. 1872.

Southwold and Halesworth.

Saving of existing contracts, &c.

26. Nothing in this Order contained shall alter, vary, or affect any contract or agreement duly made or any liability incurred before the passing of the Act confirming this Order with respect to the terms of consent by any local authority, road authority, company, corporation, or person to the application for this Order, or with respect to the tramways or the undertaking, or any matter connected therewith.

Provision as to general Acts.

27. 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 Goods, Animals, &c.

GOODS.

(*Class* 1.)

For dung, and all sorts of manure, chalk, and all undressed materials for the repair of roads or highways:

For all coals, coke, culm, ironstone, and iron ore:

For all charcoal, limestone, stones for building, pitching, and paving, bricks, tiles, slates, clay, and sand:

For all iron, lead, tin, and tin plates (except nails, utensils, or other articles of merchandise):

Not exceeding for the use of the tramway one penny per ton per mile:

If conveyed in carriages provided by the Promoters, an additional sum per ton per mile not exceeding one penny:

If drawn or propelled by power provided by the Promoters, a further sum per ton per mile not exceeding one penny.

(*Class* 2.)

For all other goods, wares, merchandise, articles, matters, or things, (except carriages, herein-after otherwise provided for,) for the use of the tramway, twopence per ton per mile:

If conveyed in carriages provided by the Promoters, a further sum per ton per mile not exceeding one penny:

If drawn or propelled by power provided by the Promoters, a further sum per ton per mile not exceeding one penny.

(*Class* 3.)

For every carriage of whatever description (not being a carriage adapted and used for travelling on a tramway, and not weighing more than one ton), not exceeding, for the use of the tramway, sixpence per ton per mile, and the sum of twopence for every additional quarter of a ton or fractional part of a quarter of a ton above one ton which any such carriage may weigh:

If any such carriage be conveyed on a truck or platform provided by the Promoters, an additional sum per mile of twopence:

If drawn or propelled by power provided by the Promoters, a further sum per mile not exceeding twopence.

ANIMALS.

(*Class* 4.)

For every horse, mule, ass, or other beast of draught or burden, ox, cow, bull, or head of neat cattle, conveyed in or upon any carriage, not exceeding, for the use of the tramway, threepence per mile:

If conveyed in or upon any carriage provided by the Promoters, an additional sum per mile not exceeding one penny:

If such carriage be drawn or propelled by power provided by the Promoters, an additional sum per mile not exceeding twopence.

(*Class* 5.)

For every calf, pig, sheep, lamb, or other small animal conveyed in or upon any carriage, not exceeding, for the use of the tramway, one penny per mile:

If conveyed in any carriage provided by the Promoters, an additional sum per mile not exceeding one farthing:

If such carriage be drawn or propelled by power provided by the Promoters, an additional sum per mile not exceeding twopence:

The maximum rate of charge to be made by the Promoters for the conveyance of animals, articles, matters, or things respectively included in the classes before mentioned, including the tolls for the use of the tramway, and of carriages, and cost of moving power, and every other expense connected with such conveyance, shall not exceed the amount following:

For the matters mentioned in Class 1, not exceeding threepence per ton per mile:

For the matters mentioned in Class 2, not exceeding fourpence per ton per mile:

For any carriage mentioned in Class 3, not weighing more than one ton, not exceeding tenpence per mile; and if weighing more than one ton, not exceeding twopence per mile for every quarter of a ton or fractional part of a quarter of a ton additional:

For everything mentioned in Class 4, not exceeding sixpence per mile:

For everything mentioned in Class 5, not exceeding threepence farthing per mile:

Provided always, that it shall be lawful for the Promoters to demand and take, in addition to the tolls and rates of charge herein-before authorised, a reasonable sum for the delivery and collection of goods and other services incidental to the business of a carrier, where such services respectively shall be performed by the Promoters otherwise than on the premises of the tramway.

A.D. 1872.

Southwold and Halesworth.

The following provisions and regulations shall be applicable to the calculation of the tolls:

For passengers, animals, or other things conveyed on the tramway for a less distance than four miles the Promoters may demand tolls as for four miles:

For a fraction of a mile beyond four miles, or beyond any greater number of miles, the Promoters may demand tolls on merchandise 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; and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile:

For a fraction of a ton the Promoters may demand toll according to the number of quarters of a ton in the fraction, and if there be a fraction of a ton the fraction shall be deemed a quarter of a ton:

With respect to all things, 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.

Rates for the Conveyance of Small Parcels.

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

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

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

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

For parcels exceeding fifty-six pounds in weight, but not exceeding five hundred pounds in weight, such reasonable sum as the Promoters may think fit.

Provided always, that articles sent in large aggregate quantities, although made up of 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.

Rates for the Conveyance of Single Articles of great weight.

For the carriage of any one boiler or cylinder, or any one piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed three tons, the Promoters may demand such sum as they think fit.

Nothing herein contained shall be held to prevent the Promoters from taking any increased charge, over and above the charges herein-before limited, for the

conveyance of goods of any description, by agreement with the owners of and persons in charge of such goods, either in respect of the conveyance of such goods, except small parcels, by passenger or other trains, or by reason of any other special service performed by the Promoters in relation to such goods. A.D. 1872. *Southwold and Halesworth.*

LONDON: Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1872.