



## CHAPTER clxxvii.

An Act to confer on the corporation of the city of Glasgow further powers in connection with their tramway and other undertakings to extend the boundaries of the city to authorise the Corporation to borrow money and for other purposes. A.D. 1930.  
[1st August 1930.]

**W**HEREAS under the Glasgow Tramways Acts 1905 to 1929 the corporation of the city of Glasgow (hereinafter referred to as "the Corporation" and "the city" respectively) have constructed and maintain tramways in and in the neighbourhood of the city and it is expedient that they should be authorised to construct and maintain the additional tramways hereinafter in this Act described :

And whereas the Corporation have power to provide and run and are providing and running services of tramcars and omnibuses within and beyond the city :

And whereas it is expedient that powers should be conferred upon the Corporation to provide further omnibus services as in this Act mentioned and to abandon the whole or any part of any tramway belonging to them :

And whereas it is expedient to prohibit as in this Act provided the running of omnibus services by others in competition with the services of tramcars or omnibuses or tramcars and omnibuses provided or to be provided by the Corporation :

And whereas the two areas in the county of Lanark described in the schedule to this Act adjoin the city and

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A.D. 1930. are available or used for the purpose of providing housing accommodation and public recreation for the inhabitants of the city and such areas are owned by the Corporation and it is expedient that the said areas should be included within the boundaries of the city :

And whereas it is expedient that the time limited for the completion of certain tramways authorised by the Glasgow (Tramways Bridges &c.) Act 1914 should be extended :

And whereas the works authorised by the Glasgow Water Order 1915 may not be required for some years in consequence of the construction and completion of the works for raising the level of Loch Katrine authorised by the Glasgow Water Order 1919 and it is expedient that the provisions of the said Glasgow Water Order 1915 as extended by the Glasgow Corporation Order 1925 limiting the period for the completion of the works authorised by the said Glasgow Water Order 1915 should be repealed and the Corporation authorised to complete such last-mentioned works at such time as they may deem expedient :

And whereas it is expedient that the powers of the Corporation for the collection and recovery of assessments should be extended as in this Act provided :

And whereas it is expedient that the further powers in this Act mentioned including power to borrow moneys should be conferred on the Corporation :

And whereas estimates have been prepared by the Corporation in relation to the following purpose and such estimates are as follows :—

For the construction of tramways - - £18,150

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

And whereas plans and sections showing the lines and levels of the works authorised by this Act and also a book of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required, or which may be taken for the purposes or under the powers of this Act were duly deposited with the sheriff-clerks of the counties of Lanark and Renfrew and with the town clerks of the city and of the burghs of Renfrew and



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Paisley and such plans sections and book of reference are hereinafter respectively referred to as the deposited plans sections and book of reference: A.D. 1930.  
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And whereas the purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows:—

PART I.

PRELIMINARY.

1. This Act may be cited as the Glasgow Corporation Act 1930. Short title and citations.

This Act and the Glasgow Boundaries Acts 1872 to 1929 may be cited together as the Glasgow Boundaries Acts 1872 to 1930.

This Act and the Glasgow Electric Lighting Acts 1890 to 1925 may be cited together as the Glasgow Electric Lighting Acts 1890 to 1930.

This Act and the Glasgow Libraries Acts 1899 to 1925 may be cited together as the Glasgow Libraries Acts 1899 to 1930.

This Act and the Glasgow Loans Acts 1883 to 1927 may be cited together as the Glasgow Loans Acts 1883 to 1930.

This Act and the Glasgow Police Acts 1866 to 1929 may be cited together as the Glasgow Police Acts 1866 to 1930.

This Act and the Glasgow Sewage Acts 1891 to 1929 may be cited together as the Glasgow Sewage Acts 1891 to 1930.

This Act and the Glasgow Tramways Acts 1905 to 1929 may be cited together as the Glasgow Tramways Acts 1905 to 1930.

This Act and the Glasgow Water Acts 1855 to 1929 may be cited together as the Glasgow Water Acts 1855 to 1930.

This Act and the Glasgow Corporation Acts 1855 to 1929 may be cited together as the Glasgow Corporation Acts 1855 to 1930.

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—  
Act divided  
into Parts.

2. This Act is divided into Parts as follows:—

Part I.—Preliminary.

Part II.—Tramways.

Part III.—Extension of boundaries.

Part IV.—Extensions of time.

Part V.—Miscellaneous.

Interpreta-  
tion.

3. The following words and expressions in this Act have unless there be something in the subject or context repugnant to such construction the meanings hereby assigned to them (that is to say):—

“Act of 1925” means the Glasgow Boundaries Act 1925;

“Added areas” means the areas described in the schedule to this Act and by this Act incorporated with the city and shown on the map to be deposited in accordance with the section of this Act of which the marginal note is “Deposit of map”;

“City” means the city and royal burgh of Glasgow;

“City collector” means the collector of rates charges and assessments for the city;

“Corporation” means the corporation of the city of Glasgow;

“Intended tramways” means the tramways by this Act authorised;

“Lands and heritages” has the same meaning as in the Valuation Acts;

“Loans Acts” means the Glasgow Loans Acts 1883 to 1929;

“Magistrates’ committee” means the statutory committee appointed in pursuance of the Glasgow Police Act 1866;

“Master of works” means the master of works appointed by the Corporation in pursuance of the Glasgow Police Act 1866;

“Minister” means the Minister of Transport;

“Order of 1905” means the Glasgow Corporation (Tramways Consolidation) Order 1905;

“Order of 1922” means the Glasgow Corporation Order 1922;



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“Police Acts” means the Glasgow Police Acts A.D. 1930.  
1866 to 1929; —

“Sewage Acts” means the Glasgow Sewage Acts  
1891 to 1929;

“Sewage undertaking” means the undertaking  
authorised by the Sewage Acts;

“Sheriff” means the sheriff of Lanarkshire and  
includes his substitutes;

“Town clerk” means the town clerk of the city;

“Tramways Acts” means the Glasgow Tramways  
Acts 1905 to 1929;

“Tramway undertaking” means the undertaking  
authorised by the Tramways Acts;

“Valuation Acts” means the Acts in force for the  
time being relating to the valuation of lands  
and heritages;

“Valuation roll” means the valuation roll for the  
city made up in pursuance of the Valuation  
Acts.

4. The following Acts so far as they are applicable to the purposes of and are not inconsistent with this Act are hereby (except where expressly varied by this Act) incorporated with this Act:—

Incorporation of Acts.

The Lands Clauses Acts (except section 120 of the Lands Clauses Consolidation (Scotland) Act 1845).

## PART II.

### TRAMWAYS.

5. Subject to the provisions of this Part of this Act the Corporation may make form lay down renew work use and maintain the tramways hereinafter in this section described in the lines and according to the levels shown on the deposited plans and sections with all necessary and proper rails chairs plates sleepers channels wires poles posts conduits section boxes tubes ropes engines engine-houses subways manholes shafts junctions sidings crossovers passing places points turntables turn-outs weighbridges stables carriage-houses offices carriages sheds buildings warehouses shelters waiting rooms works and conveniences connected therewith or for the purposes thereof Provided that nothing in this Part of this Act

New tramways.

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A.D. 1930. shall authorise any interference with electric lines and works of any undertakers within the meaning of the Electricity (Supply) Acts 1882 to 1928 to which the provisions of section 15 of the Electric Lighting Act 1882 apply except in accordance with and subject to the provisions of that section.

The tramways hereinbefore in this section referred to and by this Part of this Act authorised are—

Tramway No. 1 5·45 chains or thereabouts in length wholly in the city and parish of Glasgow and county of Lanark commencing in Glassford Street by a junction with the existing tramways in that street at a point 18 yards or thereabouts northwards of the intersection of the centre lines of that street and Wilson Street thence turning southwards into and passing eastwards along Wilson Street and terminating in that street at a point 45 yards or thereabouts eastwards of the intersection of the centre lines of Wilson Street and Hutcheson Street;

Tramway No. 2 1·27 chains or thereabouts in length wholly in the city and parish of Glasgow and county of Lanark commencing in Glassford Street by a junction with the existing tramways in that street at a point 19 yards or thereabouts southwards of the intersection of the centre lines of that street and Wilson Street thence turning northwards into and passing eastwards along Wilson Street and terminating in that street by a junction with the tramway No. 1 above described at a point 16 yards or thereabouts eastwards of the intersection of the centre lines of Wilson Street and Glassford Street;

Tramway No. 3 (in substitution for the existing single line of tramway) 2 furlongs 0·82 chain or thereabouts in length wholly in the royal burgh and parish and county of Renfrew commencing in Hairst Street by a junction with the existing tramways in that street at a point 11 yards or thereabouts north-eastwards of the intersection of the centre lines of Hairst Street and Dunlop Street thence turning into and passing along High Street and terminating in that street by a



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junction with the existing tramways in that street at a point 158 yards or thereabouts south-eastwards of the intersection of the centre lines of High Street and Manse Lane; A.D. 1930.

Tramway No. 4 (in substitution for the existing single line of tramway) 7·68 chains or thereabouts in length wholly in the burgh and parish of Paisley and county of Renfrew commencing in Weir Street by a junction with the existing tramways in that street at a point 19 yards or thereabouts westwards of the intersection of the centre lines of that street and Abercorn Street thence passing eastwards along and terminating in Weir Street by a junction with the existing tramways in that street at a point 35 yards or thereabouts eastwards of the intersection of the centre lines of Weir Street and Ince Street.

The intended tramways will be situated in or pass from through or into the parishes of Glasgow Renfrew and Paisley the city and the burghs of Renfrew and Paisley and the counties of Lanark and Renfrew.

The intended tramways shall be laid as double lines.

6. The intended tramways shall be completed within five years from the date of the passing of this Act and on the expiration of that period the powers granted to the Corporation by this Part of this Act for the construction of such tramways or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed. Period for completion of tramways.

7. In the construction of the intended tramways no post or other apparatus shall be erected on the carriage-way except with the consent of the Minister. Erection of posts on carriageways.

8.—(1) The intended tramways shall form one undertaking with the tramways authorised to be constructed under the Tramways Acts and the provisions contained in those Acts as amended by this Act shall extend and apply to the intended tramways in the same manner and to the like effect as if they were part of “the tramways” “the intended tramways” and “the tramway undertaking” as defined by section 2 (Interpretation) of the Order of 1905. Application of Tramways Acts to new tramways

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(2) Section 9 (Use of posts standards &c. by Postmaster-General) of the Glasgow Corporation Act 1907 shall extend and apply to the intended tramways.

Running of omnibuses on tramway routes.

9. Notwithstanding anything contained in the Order of 1922 the Corporation may in addition to the powers conferred on them by that Order and by section 49 (Running of omnibuses) of the Order of 1905 provide or maintain (but shall not manufacture) and may work and run omnibuses (a) along the route of any tramway owned run over worked or authorised to be constructed by them outwith the city (including the route of any tramway abandoned under the powers of this Act and any tramway purchased or taken over by the provost magistrates and councillors of the burgh of Clydebank in pursuance of the Tramways Acts or the section of this Act of which the marginal note is "For protection of Clydebank Town Council") and (b) along—

(i) Coatbridge Road in the county of Lanark and Bank Street in the burgh of Coatbridge between the point of commencement in Coatbridge Road of Tramroad No. 2 authorised by the Order of 1922 and the point of termination in Bank Street of Tramroad No. 3 authorised by the Order of 1922; and

(ii) the portions of the Barrhead and Darnley Road and the Paisley and Busby Road in the county of Renfrew alongside the lands on which Tramway No. 2 authorised by the Paisley District Tramways Order 1908 has been constructed;

and the provisions of the Tramways Acts as amended by this Act other than section 61 (Carriages &c. not to be licensed) of the Order of 1905 and section 14 (Power to provide and run omnibuses) so far as that section relates to the obtaining of consents and section 15 (Adaptation of roads) of the Order of 1922 shall extend and apply to any omnibuses provided maintained worked or run under the powers conferred by this section.

Amendment of Order of 1922.

10. Section 33 (Application of Tramways Acts to intended tramways and omnibuses) of the Order of 1922 with the exception of the proviso to subsection (1) thereof shall cease to apply to the omnibuses authorised by Part II of the Order of 1922.



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**11.** The omnibuses authorised by Part II of the Order of 1922 and this Act shall form one undertaking with the tramways authorised to be constructed under the Tramways Acts.

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 Omnibuses to form one undertaking with tramways.

**12.** The following sections of the Order of 1905 shall extend and apply to the omnibuses authorised by Part II of the Order of 1922 as if those sections with the necessary modifications had been re-enacted in this Act (that is to say) :—

Application of certain sections of Order of 1905 to omnibuses.

- Section 50 (Through cars);
- Section 51 (Special cars);
- Section 63 (Protection of local authorities) subsections (3) (5) (9) and (21);
- Section 68 (Cutting trees overhanging highways);
- Section 69 (Penalty for malicious damage);
- Section 75 (Fares on Sundays and holidays);
- Section 77 (Fares to be paid as directed by Corporation);
- Section 79 (Lost property).

**13.**—(1) Subject to the provisions of subsection (4) of this section the Corporation may at any time discontinue the use of and abandon the whole or any part of any tramway or tramroad belonging to them if and when the Corporation have provided and are running a service of omnibuses—

Power to abandon tramways.

- (a) in the case of any tramway or part thereof along the route of so much of such tramway or part thereof as is proposed to be discontinued and abandoned;
- (b) in the case of Tramroads Nos. 2 and 3 authorised by the Order of 1922 along Coatbridge Road and Bank Street in the county of Lanark and the burgh of Coatbridge respectively between the points referred to in the section of this Act of which the marginal note is “Running of omnibuses on tramway routes”;
- (c) in the case of Tramway No. 2 authorised by the Paisley District Tramways Order 1908 along the portions of the Barrhead and Darnley Road and the Paisley and Busby Road referred to in the last-mentioned section; and

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(d) in the case of Tramroad No. 1 authorised by the Order of 1922 along the Mosspark Boulevard in the city;

and thereupon all obligations and liabilities imposed on the Corporation under the Tramways Acts in respect of such tramway or tramroad or part thereof so abandoned shall cease and determine.

(2) The Corporation shall not after the abandonment of such tramway or tramroad or part thereof discontinue the running of such service of omnibuses outwith the city without the consent of all the local authorities within whose districts such service has been provided. Provided that such consent shall not be unreasonably withheld and any question whether or not such consent has been unreasonably withheld shall be determined by the Minister whose decision shall be final.

(3) The Corporation may and shall when called upon to do so by any road authority (other than the Corporation) take up and remove and use or dispose of the rails of the whole or any part of a tramway or tramroad so abandoned and the posts poles wires cables paving setts and other works and apparatus provided in connection therewith (hereinafter in this section referred to as "tramway equipment") and restore to the reasonable satisfaction of such road authority the portion of the road or footpath disturbed by such taking up and removal to as good a condition as that in which it was before such tramway equipment was laid or placed therein or at the time of abandonment as such road authority shall direct. Provided that unless and until the Corporation have taken up and removed the tramway equipment in connection with any tramway or tramroad or part thereof so abandoned by the Corporation not being tramway equipment sold as after provided the obligations incumbent upon the Corporation under subsection (11) of section 63 (Protection of local authorities) of the Order of 1905 shall so far as applicable remain prestable against the Corporation at the instance of the authority therein referred to. Provided further that the Corporation may (subject to the approval of the road authority which approval shall not be unreasonably withheld) as regards any part of such tramway equipment make agreements with any local authority company body or person for the sale to such local authority company body or person of



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such part of such equipment instead of taking up and removing the same If any difference shall arise under this subsection between the Corporation and such road authority the difference or any question whether or not any such approval has been unreasonably withheld shall on the application of either party be referred to and determined by the Minister whose decision shall be final. A.D. 1930.

(4) (a) The Corporation shall not without the consent of the London Midland and Scottish Railway Company (hereinafter in this section called "the railway company") take up and remove the tramways (being part or parts of the tramways referred to in subsection (3) of section 22 (Govan tramways) of the Glasgow Boundaries Act 1912 (hereinafter in this section called "the excepted tramways") delineated in red on the plan signed by David Stenhouse town clerk of Glasgow on behalf of the Corporation and by James Wilson solicitor Scotland on behalf of the railway company.

(b) Notwithstanding the abandonment by the Corporation of the excepted tramways the railway company shall be entitled to use free of any tolls the excepted tramways (so far as not taken up and removed in accordance with the provisions of subsections (3) and (4) (a) of this section) in the same way and manner and for the same purposes as they were entitled to use them before such abandonment provided that as from the time of abandonment by the Corporation the railway company shall maintain and keep in good condition and repair to the satisfaction of the Corporation the excepted tramways and so much of the streets on which the excepted tramways are laid as lies between those tramways and the rails thereof and as extends eighteen inches beyond the rails on each side of those tramways and shall free and relieve the Corporation of and from all liability and expense in respect of the existence maintenance and use of the excepted tramways Provided further that the railway company shall at any time be entitled to give the consent referred to in subsection (4) (a) hereof and thereupon all liabilities and obligations imposed upon them under this subsection shall cease and determine and the provisions of subsection (3) hereof shall thereupon apply to the tramway or part thereof in respect of which the consent has been given.

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For protection  
of Clyde-  
bank Town  
Council.

14. Notwithstanding anything in this Act the following provisions shall unless otherwise agreed in writing between the Corporation and the provost magistrates and councillors of the burgh of Clydebank (in this section referred to as "the Clydebank Council") have effect with reference to the existing tramways of the Corporation situate in the burgh of Clydebank which the Clydebank Council have the option to take over in pursuance of the Tramways Acts subject to the provisions of the Tramways Act 1870 (which tramways are in this section referred to as "the Clydebank tramways") (that is to say) :—

- (1) At least three months before the Corporation discontinue the use of and abandon the Clydebank tramways or any of them in pursuance of the powers conferred by this Act the Corporation shall give to the Clydebank Council notice in writing of their intention to discontinue the use of and abandon the Clydebank tramways or any of them :
- (2) The Clydebank Council may within three months from receiving notice from the Corporation as aforesaid intimate in writing to the Corporation their intention to take over the Clydebank tramways or any of them so intended to be discontinued and abandoned and all lands buildings works lines bridges electric equipment and plant suitable to and used for the purposes of such tramways or tramway and thereupon the Corporation shall sell and the Clydebank Council shall purchase such tramways or tramway and others and the provisions of the Tramways Acts relating to the option conferred on the Clydebank Council by the Tramways Acts to take over the Clydebank tramways shall apply and have effect with respect to the purchase of such tramways or tramway as if the Clydebank Council were taking over the said tramways or tramway in exercise of the option aforesaid.

Application  
of section  
76 of Order  
of 1905 to  
omnibuses.

15. The provisions of section 76 (Fares for labouring classes) of the Order of 1905 shall apply to any service of omnibuses provided by the Corporation under this Act



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or under the Order of 1922 except that the fares to be demanded and taken from artisans mechanics and daily labourers carried on the omnibuses run in pursuance of the said section 76 as hereby applied shall not exceed such maximum fares as may from time to time be approved by the Minister.

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16. The following provisions for the protection of the London Midland and Scottish Railway Company and the London and North Eastern Railway Company (each of which companies is in this section called "the railway company") shall unless otherwise agreed in writing between the Corporation and the railway company apply and have effect (that is to say):—

For protec-  
tion of  
London  
Midland  
and Scottish  
and London  
and North  
Eastern  
Railway  
Companies.

- (1) On the taking up and removal by the Corporation under the section of this Act of which the marginal note is "Power to abandon tramways" of any tramway equipment as defined in the said section situate on or attached to any bridge or bridge approaches or on any railway level crossing belonging to or maintainable by the railway company the Corporation shall restore the roadway (including footpaths) on the said bridges and bridge approaches and on the said level crossings all to the reasonable satisfaction of the railway company :
- (2) No tramway equipment shall be left in any bridge bridge approach or level crossing belonging to or maintainable by the railway company except with the consent of the railway company ;
- (3) The Corporation shall give to the railway company not less than seven days' previous notice in writing of their intention to carry out any such work as is referred to in subsection (1) of this section and shall state in such notice the place and time at which they propose to commence the work and the railway company may where reasonably necessary employ watchmen or inspectors to watch any of the works and operations of the Corporation and the reasonable cost thereof together with any expense to which the railway company may reasonably be put during the carrying out and in consequence of such works and operations shall be borne by the Corporation :

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(4) If any difference shall arise between the railway company and the Corporation respecting the matters and provisions aforesaid or any of them such difference shall be settled by an arbiter to be agreed upon between the parties or in case of difference to be appointed on the application of either party by the President of the Institution of Civil Engineers.

Restricting  
running of  
omnibuses  
in compe-  
tition.

**17.**—(1) If and so long as the Corporation provide an adequate service of tramcars or omnibuses or an adequate service of tramcars and omnibuses along the route or part of the route of any of their tramways as existing or authorised at the date of the passing of this Act in the city (such route or part of such route being in this section called “ a protected route ”) it shall not be lawful except as hereinafter in this section provided or in pursuance of any agreement entered into by the Corporation under the provisions of section 22 (Working and other agreements) of the Order of 1922 for any other local authority or any company body or person (other than a railway company and the Lanarkshire Traction Company acting in pursuance of statutory powers vested in them respectively and existing at the date of the passing of this Act) to run omnibuses along a protected route or along any route within the city in competition therewith as the case may be. Provided that if any question arises between the Corporation and any such authority company body or person as to whether any route is competitive such question shall on the application of either of the parties be determined as hereinafter in this section provided.

(2) Any failure on the part of the Corporation to afford an adequate service as aforesaid along a protected route which is due to strikes unforeseen accidents or circumstances beyond the control of the Corporation shall not entitle any such authority company body or person to run omnibuses along a protected route or along any route within the city in competition therewith as the case may be.

(3) The magistrates' committee shall on receiving any application (otherwise than from a railway company or the Lanarkshire Traction Company acting in pursuance of statutory powers as aforesaid) for a licence for an omnibus to ply for hire in the city forthwith give notice



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in writing to the Corporation of the application and shall when considering such application have regard to the provisions of this section and shall also consider any objections or representations submitted by the Corporation with reference to such application : A.D. 1930.

Provided that the right of the applicant for the licence to appeal to the Minister from the decision of the magistrates' committee under section 14 (3) of the Roads Act 1920 shall not be affected but the Minister in making any order under that section shall have regard to the provisions of this section.

(4) The magistrates' committee shall on the application of the Corporation (subject to any rights possessed by the magistrates' committee to approve or disapprove the fitness of vehicles for which a licence to ply for hire is desired) grant to the Corporation such number of licences for omnibuses to ply for hire as the Corporation may from time to time reasonably require in order to provide an adequate service of omnibuses along a protected route. If any dispute shall arise between the Corporation and the magistrates' committee as to what number of licences are reasonably required by the Corporation the dispute shall be referred to the Minister whose decision shall be final.

(5) Any question at any time arising as to whether or not the Corporation are providing an adequate service as aforesaid along a protected route or whether there is or would be any such competition as aforesaid shall be determined by the Minister on the application of any interested party and the Minister shall have power to make such order thereon as he thinks fit. Any order made by the Minister under this section shall be final and binding on the parties affected thereby and not subject to appeal to any court and shall be enforceable at the instance of the Minister or of the Corporation or of the magistrates' committee or of such applicant for a licence as the case may be by summary application to the court of session.

(6) Nothing in this section shall be deemed—

(a) to restrict the running of any omnibus by any such authority company body or person along a protected route or along any route within the city in competition therewith if

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no passenger conveyed by such omnibus is on any one journey both taken up on a protected route or on any route within the city in competition therewith and set down on a protected route or on any route within the city in competition therewith; or

(b) to prevent the grant or renewal of any licence to ply for hire with an omnibus on the condition that no passenger conveyed by the omnibus to which the licence relates shall on any one journey be both taken up on a protected route or on any route within the city in competition therewith and set down on a protected route or on any route within the city in competition therewith.

Additional  
lands.

**18.** The Corporation may for the purposes of the tramway undertaking by agreement acquire or feu any quantity of land not exceeding in the whole ten acres but nothing in this Act shall exempt the Corporation from any action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land acquired or feued under the provisions of this section.

Inquiries by  
Minister of  
Transport.

**19.** In respect of the exercise of any powers or duties conferred on the Minister or the giving by him of any consents under this Part of this Act the provisions of Part I of the Board of Trade Arbitrations &c. Act 1874 shall apply as if the Minister were referred to therein in lieu of the Board of Trade and as if in section 4 of that Act the words "under the seal of the Minister" were substituted for the words "by writing under the hand of the President or of one of the secretaries of the Board."

### PART III.

#### EXTENSION OF BOUNDARIES.

Extension of  
boundaries  
of city.

**20.** The city shall from and after the fifteenth day of May one thousand nine hundred and thirty-one include and comprehend in addition to the area embraced in the city as existing at the date of the passing of this Act the added areas situate in the parish of Glasgow in the county of Lanark and comprised within the



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boundaries set forth and described in the schedule to this Act Provided that the rules prescribed by section 5 of the Representation of the People (Scotland) Act 1832 shall be observed and receive effect with reference to the boundaries described in the said schedule.

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**21.** A map of the city as extended by this Act (distinguishing the added areas) of which thirteen copies have been signed by the Chairman of the Select Committee of the House of Commons to whom this Act was referred shall within one month after the date of the passing of this Act be deposited as follows (that is to say) one copy with the town clerk at his office one copy with the sheriff-clerk of the county of Lanark at his office in Glasgow one copy in the Office of the Clerk of the Parliaments one copy in the Committee and Private Bill Office of the House of Commons one copy at the Scottish Office Whitehall London one copy with the Registrar-General of Births Deaths and Marriages in Scotland one copy with the Ministry of Agriculture and Fisheries one copy with the Ministry of Transport one copy with the Commissioners of Inland Revenue one copy with the Commissioners of Customs and Excise one copy with the Board of Trade one copy with the Postmaster-General and one copy with the Electricity Commissioners If there be any discrepancy between the said map and the descriptions in the schedule to this Act the said map shall be deemed to be correct and shall prevail.

Deposit of  
map.

**22.—(1)** Subject to the provisions of this Act the added areas shall from and after the fifteenth day of May one thousand nine hundred and thirty-one be incorporated with and form part of the city and county of the city of Glasgow and be separated and disjoined from the county of Lanark in the same manner and to the same effect as if they had formed part of the area added to the city by the Act of 1925 and the said Act shall be read and have effect as if the words "the city" occurring therein meant the city as extended by this Act and as if the words "added area" occurring therein included the "added areas" as defined in this Act.

Added areas  
to form  
part of the  
city and  
county of  
Glasgow.

(2) The foregoing subsection shall be read and construed as if the provisions of the Act of 1925 other than section 62 (Education areas) thereof applied to the added areas for the purposes of the Education (Scotland)

[Ch. clxxvii.] *Glasgow Corporation* [20 & 21 GEO. 5.]  
Act, 1930.

A.D. 1930. — Acts 1872 to 1928 (as amended by the Local Government (Scotland) Act 1929) and this section.

Rates and assessments in added areas.

**23.** For the purposes of the rates charges and assessments to be imposed assessed levied collected and recovered by the Corporation for each year up to Whitsunday one thousand nine hundred and thirty-six, on and from owners and occupiers of lands and heritages in the added areas under section 30 (Assessments in added areas) of the Act of 1925—

(a) Area No. 1 described in the schedule to this Act shall be deemed to form part of the county districts of Hogganfield and Millerston referred to and numbered 7 in the Fourth Schedule to the Act of 1925; and

(b) Area No. 2 described in the schedule to this Act shall be deemed to form part of the county districts of Barmulloch and Carntyne referred to and numbered 5 in the Fourth Schedule to the Act of 1925.

Added areas to form part of adjoining municipal wards.

**24.** The added area No. 1 described in the schedule to this Act shall form part of the No. 10 or Springburn municipal ward of the city.

The portion of the added area No. 2 described in the said schedule lying to the north of the centre of Carntyne Road shall form part of the No. 8 or Provan municipal ward of the city.

The portion of the added area No. 2 described in the said schedule lying to the south of the centre of Carntyne Road shall form part of the No. 1 or Shettleston and Tollcross municipal ward of the city.

Application of Temperance (Scotland) Act 1913.

**25.** In the application to the city of the Temperance (Scotland) Act 1913 the following provisions shall from and after the fifteenth day of May one thousand nine hundred and thirty-one apply and have effect:—

(1) For the purposes of this section the following words have the meanings hereby assigned to them (that is to say):—

“Act of 1913” means the Temperance (Scotland) Act 1913;



[20 & 21 GEO. 5.] *Glasgow Corporation* [Ch. clxxvii.]  
*Act, 1930.*

“ Poll ” means a poll under and for the purposes of the Act of 1913; A.D. 1930.

“ Resolution ” means a resolution under and for the purposes of the Act of 1913.

(2) The parts of the added areas annexed respectively to the existing—

No. 1 or Shettleston and Tollcross;

No. 8 or Provan; and

No. 10 or Springburn

municipal wards shall be disjoined from the areas of which immediately prior to the fifteenth day of May one thousand nine hundred and thirty-one they formed part for the purposes of the Act of 1913 and shall be combined with and form part of the said wards respectively for the purposes of the Act of 1913 and the resolutions in force in the said wards at the fifteenth day of May one thousand nine hundred and thirty-one shall apply. The questions to be submitted to the electors at the next poll in each such ward shall be those questions which would be submitted to the electors if such ward and the part of the added areas annexed thereto had not been combined in terms of this section and the time at which such poll shall be taken shall be that at which it could be taken in such ward if this Act had not been passed.

**26.** The powers of the Department of Health for Scotland (hereinafter in this section referred to as “ the department ”) shall operate for the purpose of reconstituting by order made by the department the insurance committees for the county of Lanark and for the city as extended as from the fifteenth day of May one thousand nine hundred and thirty-one or such subsequent date as shall be determined by the department and that in such manner and to such extent (if any) as the department may deem necessary in consequence of the provisions of this Act and for the adjustment consequent on the said provisions of the boundaries of the areas and the financial rights and obligations of the said committees and any such order made by the department may contain such incidental supplemental and consequential provisions

[Ch. clxxvii.] *Glasgow Corporation* [20 & 21 GEO. 5.]  
Act, 1930.

A.D. 1930. — as may appear to the department necessary or expedient for carrying the order made by them into effect and for adapting thereto the provisions of the National Health Insurance Acts, 1924 to 1928 Provided that any order so made shall be laid before both Houses of Parliament as soon as may be after it is made.

Financial  
adjust-  
ments.

**27.**—(1) The financial adjustments as between the Corporation and the county council of the county of Lanark consequent upon the annexation by this Act of the added areas to the city shall be made upon the basis of the provisions of the Local Government (Adjustments) (Scotland) Act 1914 and in accordance with the rules contained in the schedule to that Act and any disputes or differences arising in connection with such adjustments shall be settled as aforesaid by an arbiter to be agreed upon and failing agreement to be appointed by the Secretary of State on the application of either of the parties.

(2) Any sum and the interest thereon (if any) paid by the Corporation to the said county council under this section shall be applied by the said county council with the sanction of the Secretary of State either in repayment of debt or for such other purposes as the said county council may determine.

PART IV.

EXTENSIONS OF TIME.

Extending  
time for  
completion  
of certain  
tramways  
authorised  
in 1914.

**28.** The time limited by section 18 (Period for completion of tramways and street works) of the Glasgow (Tramways Bridges &c.) Act 1914 for the completion of Tramways Nos. 27 and 28 authorised by that Act as extended by the Glasgow (Tramways Bridges &c.) Act 1914 (Extension of Time) Orders 1916 to 1918 made by the Secretary for Scotland in pursuance of the Special Acts (Extension of Time) Act 1915 and as further extended by section 19 (Extending time for completion of tramways and street works) of the Glasgow Corporation Order 1920 and further extended by section 65 (Revival of powers and extension of time for completion of tramways authorised in 1914) of the Glasgow Corporation Order 1927 is hereby extended until the seventh day of August one thousand nine hundred and thirty-three.



[20 & 21 GEO. 5.] *Glasgow Corporation* [Ch. clxxvii.]  
*Act, 1930.*

**29.** Section 28 (Period for completion of works) of the Glasgow Water Order 1915 and section 27 (Extending time for compulsory purchase of lands for and completion of works authorised by Glasgow Water Order 1915) of the Glasgow Corporation Order 1925 so far as the said section 27 relates to the period for completion of works are hereby repealed respectively and the Corporation may complete the works authorised by the said Glasgow Water Order 1915 at such time as they may deem expedient.

A.D. 1930.

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Repealing  
period for  
completing  
works  
authorised  
by Glasgow  
Water  
Order 1915.

PART V.

MISCELLANEOUS.

**30.** For the purposes and during the construction of the works by this Act authorised and in maintaining the same and subject to the provisions of this Act the Corporation may temporarily use break up or cross over or under alter or stop up any streets highways roads lanes paths quays bridges railways tramways passages sewers drains watercourses mill lades or mill dams sluices gas pipes and water pipes and electric or telephonic apparatus in any of the lands shown on the deposited plans and specified in the deposited book of reference which they may find it expedient for any of those purposes so to interfere with providing when possible a proper temporary substitute before interrupting the traffic on any such street highway road lane path quay bridge railway tramway or passage or the flow of water gas sewage or electricity or telephonic communication in any such sewer drain watercourse mill lade mill dam sluice pipe or apparatus as the case may be and making compensation to all persons injuriously affected by the exercise of the powers granted to the Corporation under this Act :

Alteration  
of roads &c.  
temporarily.

Provided that nothing in this section contained shall extend to authorise any interference with—

- (a) any telegraphic line (as defined in the Telegraph Act 1878) or other property of His Majesty's Postmaster-General; or
- (b) any works of any undertakers within the meaning of the Electricity (Supply) Acts 1882 to 1928 to which the provisions of section 15 of the Electric Lighting Act 1882 apply except in accordance with and subject to the provisions of that section.

[Ch. clxxvii.] *Glasgow Corporation* [20 & 21 GEO. 5.]  
*Act, 1930.*

A.D. 1930.

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Utilisation  
of sludge  
boats.

**31.** The Corporation may when the vessels provided for the purposes of the sewage undertaking are proceeding down the river Clyde to the firth thereof for the purpose of discharging the sludge produced at the main drainage works of the Corporation permit ratepayers and others desirous of inspecting the said main drainage works and of accompanying the said vessels on their journey to and from the said firth to travel in such vessels on such conditions as the Corporation think fit and the Corporation may from time to time expend the revenues of the sewage undertaking in making the said vessels available for such travelling and in effecting an insurance against any liability and in meeting any expenditure or liability which the Corporation may incur by the grant of such permission.

Borrowing  
powers for  
sewers.

**32.** In addition to the moneys which the Corporation are authorised to borrow by the Police Acts they may from time to time borrow for the purposes of those Acts any moneys which they may require not exceeding the sum of fifty thousand pounds for the purpose of carrying out the provisions of the said Acts with reference to the construction of sewers.

Sinking  
fund for  
sewers.

**33.** The Corporation shall during the year ending the thirty-first day of May one thousand nine hundred and thirty-one and annually thereafter set apart as a sinking fund and pay into the loans fund provided by the Loans Acts a sum of not less than two pounds ten shillings per centum on the amount borrowed by them as at the thirty-first day of May preceding under the authority of the immediately preceding section of this Act and not paid off by any other means than by sinking fund. The Corporation shall apply such sinking fund in paying off the principal sums so borrowed.

Borrowing  
powers for  
roads.

**34.** In addition to the moneys which the Corporation are authorised to borrow on the security of the assessment leviable in virtue of sections 54 and 55 of the Roads and Bridges (Scotland) Act 1878 they may from time to time borrow a sum not exceeding two hundred thousand pounds for the purpose of carrying into execution the provisions of that Act with reference to the paving of streets and roads within the city in a substantial and



[20 & 21 GEO. 5.] *Glasgow Corporation* [Ch. clxxvii.]  
*Act, 1930.*

durable manner so far as such paving is properly chargeable against capital. A.D. 1930.

**35.** The Corporation shall during the year ending the thirty-first day of May one thousand nine hundred and thirty-one and annually thereafter set apart as a sinking fund and pay into the loans fund provided by the Loans Acts a sum of not less than five pounds per centum on the amount borrowed by them as at the thirty-first day of May preceding under the authority of the immediately preceding section of this Act and not paid off by any other means than by sinking fund. The Corporation shall apply such sinking fund in paying off the principal sums so borrowed. Sinking fund for roads.

**36.** The Corporation may for the purposes of carrying out the powers conferred on them by the Glasgow Libraries Acts 1899 to 1925 borrow any moneys not exceeding in the whole the sum of fifty thousand pounds in addition to the sum of one hundred and ninety thousand pounds authorised to be borrowed by those Acts. Borrowing powers for libraries.

**37.** The Corporation shall during the year ending the thirty-first day of May one thousand nine hundred and thirty-one and annually thereafter set apart as a sinking fund and pay into the loans fund provided by the Loans Acts a sum of not less than two per centum on the amount borrowed by them as at the thirty-first day of May preceding under the authority of the immediately preceding section of this Act and not paid off by any other means than by sinking fund. The Corporation shall apply such sinking fund in paying off the principal sum so borrowed. Sinking fund for libraries.

**38.** Notwithstanding any appeal under the Valuation Acts which may be pending with respect to any lands and heritages in the city all rates charges and assessments in respect of such lands and heritages may be levied on the rateable value thereof as appearing in the valuation roll in force for the year preceding that in which the appeal has been taken and may be collected and recovered as if no such appeal had been pending: Rates to be levied notwithstanding appeals.

Provided that on the determination of the said appeal the difference if any between the amount which

[Ch. clxxvii.] *Glasgow Corporation* [20 & 21 GEO. 5.]  
*Act, 1930.*

A.D. 1930. — has been paid and the amount payable on the rateable value as so determined shall be repaid by the city collector if too much has been paid and if too little has been paid shall be collected and recovered as if the amount underpaid were arrears of rates charges and assessments due and payable to the Corporation.

Recovery of expense of attending fires.

**39.** The provisions of section 166 (Providing for payment of cost of extinguishing fires within the city) section 167 (Providing for payment of costs of extinguishing fires beyond the city) and section 168 (In case of dispute claim for such costs to be settled by the sheriff) of the Glasgow Police Act 1866 shall extend and apply to any vessel in any harbour dock river or canal and to any vehicle on any road or street as if such vessel or vehicle were a land or heritage and to the owner of any such vessel or vehicle as if such owner were the proprietor or occupier of a land or heritage.

Power to lay electric mains in private streets.

**40.—(1)** The Corporation may within their limits for the supply of electricity for the purpose of supplying any premises with electrical energy lay down take up alter relay or renew in across or along any street or any part thereof not repairable by the local authority such mains wires apparatus and other works as may be requisite or proper for furnishing such supply and the provisions of the Glasgow Electric Lighting Acts 1890 to 1925 and the Electricity (Supply) Acts 1882 to 1928 with respect to the breaking up of streets repairable by the local authority for the purpose of laying mains shall extend and apply mutatis mutandis to and for the purposes of this section and to any works constructed or executed by the Corporation under the provisions of this section.

(2) The Corporation shall not exercise their powers under this section with respect to any street or road belonging to a railway company except with the consent of such railway company which consent shall not be unreasonably withheld and in carrying out any works authorised by this section the Corporation shall not unreasonably obstruct or interfere with the convenient access to any such street or road.

Showcases.

**41.—(1)** For the purpose of this section "showcase" means any case box receptacle or apparatus whatever



[20 & 21 GEO. 5.] *Glasgow Corporation* [Ch. clxxvii.]  
*Act, 1930.*

be its form or construction used or intended to be used for holding displaying or exhibiting goods materials or other articles of any description.

A.D. 1930.  
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(2) No person shall after the date of the passing of this Act without the consent of the Corporation place erect fix retain or maintain any showcase upon against or in front of any land fence wall or building in the city so as to project beyond the line of such land fence wall or building into or over the foot pavement of any road street or court or beyond the building line of such road street or court.

(3) The Corporation may by notice given by the master of works to the person responsible for the placing erection fixing retention or maintenance of a showcase upon against or in front of any land fence wall or building in the city and projecting beyond the line of such land fence wall or building into or over the foot pavement of any road street or court or beyond the building line of such road street or court require such showcase—

(a) if existing at the date of the passing of this Act to be removed or altered in accordance with such notice if in the opinion of the Corporation such showcase obstructs or interferes with free safe or convenient passage in into or along any road street court or foot pavement thereof; and

(b) if placed erected fixed retained or maintained after the date of the passing of this Act without the consent of the Corporation to be removed.

(4) If any person feels aggrieved (a) by any notice to remove or alter any showcase referred in paragraph (a) of the immediately preceding subsection or (b) by the refusal of the Corporation to give their consent as aforesaid he may within ten days from the date of such notice or of such refusal as the case may be appeal to the sheriff and the sheriff may in the case of an appeal against any such notice as aforesaid approve such notice with or without alteration or modification or may cancel such notice as to him may seem just or in the case of an appeal against such refusal of consent if he considers that such consent has been unreasonably refused or withheld grant the same and his decision in any such

[Ch. clxxvii.] *Glasgow Corporation* [20 & 21 GEO. 5.]  
Act, 1930.

A.D. 1930. — appeal shall be final. In the event of the sheriff cancelling such notice or granting such consent as aforesaid the Corporation in the case of any change of circumstances may give notice to remove or alter such showcase and the foregoing provisions with respect to appeal shall apply to such last-mentioned notice.

(5) If any person fails to remove or alter any showcase in accordance with any notice given in pursuance of this section or in the case of appeal where the sheriff has approved the notice in accordance with the notice so approved the dean of guild of the city shall have power on the application of the master of works to grant warrant to and authorise him to remove such showcase at the cost of such person which cost and the expenses of any proceedings with reference thereto may be recovered in a summary manner by motion before the said dean of guild who may decern therefor against such person and the decision of the dean of guild on any such application or motion shall be final.

(6) Subsection (26) of section 149 (Defining certain offences in streets and public places and their punishment) of the Glasgow Police Act 1866 shall on the date of the passing of this Act cease to apply to a showcase.

Execution  
of deeds.

42. Notwithstanding anything contained in section 63 (Forms) of the Glasgow Corporation Loans Act 1883 or subsection (2) of section 6 (Execution of deeds) of the Glasgow Corporation and Police Act 1895 or the Commissioners Clauses Act 1847 or any other enactment all mortgages bonds debentures and stock certificates shall be sufficiently executed by the Corporation by being sealed with the seal of the Corporation and signed by one member thereof and by the town clerk or the city chamberlain of the city or the registrar appointed under the said Glasgow Corporation Loans Act 1883 or other officer appointed by the Corporation for the purpose.

Confirma-  
tion of sale  
of lands at  
Craigton to  
Congrega-  
tional  
Union.

43. Notwithstanding anything in the Glasgow Corporation Order 1905 and the Glasgow Corporation Order 1924 and the agreements scheduled thereto the sale by the Corporation to Charles Donaldson Allister William Henry Hamilton Robert Anderson Sommerville and Thomas Grossart the trustees for the Congregational Union of Scotland for the purpose of erecting a church



[20 & 21 GEO. 5.] *Glasgow Corporation* [Oh. clxxvii.]  
*Act, 1930.*

and offices thereon of the lands and property being part of the lands at Craigton in the city belonging or reputed to belong to the Corporation extending to two thousand six hundred and seventy square yards or thereabouts as described in the feu disposition by the Corporation to the said trustees dated the twenty-fifth twenty-sixth twenty-seventh and twenty-eighth days of April one thousand nine hundred and twenty-seven and recorded in the division of the general register of sasines applicable to the county of the barony and regality of Glasgow on the ninth day of May one thousand nine hundred and twenty-seven is hereby confirmed and made binding on the parties thereto. A.D. 1930.  
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**44.** All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Corporation and may be allocated by them amongst such of the departments of the Corporation as they may deem expedient and if paid out of borrowed moneys shall be repaid out of revenue within five years from the date of the passing of this Act. Costs of Act.

A.D. 1930.

The SCHEDULE referred to in the  
foregoing Act.

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(Referred to in the sections of this Act of which the marginal notes are "Extension of boundaries of city" "Added areas to form part of the city and county of Glasgow" and "Added areas to form part of adjoining municipal wards.")

#### DESCRIPTION OF ADDED AREAS.

##### AREA No. 1.

Beginning at the point on the municipal boundary of the existing city at the north-east corner of enclosure marked 332 on the Ordnance survey map of Lanarkshire scale 25·344 inches to one mile edition of 1912 thence north-eastward along the boundary between the parishes of Glasgow and Cadder to the north-east corner of enclosure marked 286 on the said map thence southward along the eastern boundary of the said enclosure marked 286 and along the eastern boundaries of enclosures marked 346 and 347 on the said map thence in an easterly direction along the northern boundary of the said enclosure marked 347 and along the northern boundaries of enclosures marked 348 and 362 on the said map thence continuing eastward across the mineral railway to the north-east corner of enclosure marked 361 on the said map thence south-westward along the eastern boundary of the said enclosure marked 361 on the said map thence westward along the southern boundary of the said enclosure marked 361 in a straight line across the said mineral railway and along the southern boundaries of enclosures marked 362 363 365 366 411 and 400 on the said map and on a line in continuation with the southern boundary of the said last-mentioned enclosure to the west side of Avenue End Road at a point on the eastern boundary of enclosure marked 396 on the said map thence southward along the eastern boundaries of enclosures marked 396 398 397 452 and 453 on the said map and on a line in continuation with the eastern boundary of the said last-mentioned enclosure to a point on the northern boundary of enclosure marked 495 on the said map thence eastward and southward along the northern and eastern boundaries of the said enclosure marked 495 on the said map thence westward along the southern boundaries of the said enclosure marked 495 and enclosures marked 492 491 and 484 on the said map thence northward along the western boundary of the said enclosure marked 484 and on a line in continuation



[20 & 21 GEO. 5.] *Glasgow Corporation* [Ch. clxxvii.]  
*Act, 1930.*

with the western boundary of the said last-mentioned enclosure to the north side of the road leading from Cumbernauld Road to Ruchazie to a point on the southern boundary of enclosure marked 487 on the said map thence westward along the southern boundaries of the said enclosure marked 487 and enclosures marked 460 and 466 on the said map to a point on the boundary of the said enclosure marked 466 on the said map in line with the eastern boundary of enclosure marked 467 on the said map thence southward to and along the eastern boundary of the said enclosure marked 467 on the said map thence westward along the southern boundary of the said enclosure marked 467 to the existing city boundary thence north-westward north-eastward eastward and northward along the existing city boundary to the point of commencement.

A.D. 1930.  
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AREA No. 2.

Beginning at the point on the municipal boundary of the existing city where it crosses the north-eastern boundary of enclosure marked 596 on the Ordnance survey map of Lanarkshire scale 25·344 inches to one mile edition of 1912 thence southward along the eastern boundaries of the said enclosure marked 596 and enclosure marked 597 on the said map to a point on the northern boundary of enclosure marked 599 on the said map thence eastward and southward along the northern and eastern boundaries of the said enclosure marked 599 and on a line in continuation with the eastern boundary of the said enclosure marked 599 to the centre line of Carntyne Road thence eastward along the centre line of Carntyne Road to a point in the centre of the Light Burn and south-westward along the centre of the said Light Burn to the existing city boundary thence northward along the existing city boundary to the point of commencement.

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