



CHAP. lxxxix.

An Act to authorise the construction of Street Tramways in certain parts of Edinburgh, Leith, and Portobello ; and for other purposes. A.D. 1871.
[29th June 1871.]

WHEREAS the laying down in certain streets in this Act mentioned in the royal burgh, city, county of the city, and county of Edinburgh, town and port of Leith, and burgh of Portobello, and their respective suburbs, of tramways to be worked by animal power only, and constructed so as not to impede or injure the ordinary traffic of the streets, would be of great local and public advantage :

And whereas it is expedient that the persons herein-after named, with others, should be incorporated into a company, and should be empowered to lay down and maintain the several street tramways in this Act particularly described :

And whereas plans and sections showing the lines and levels of the tramways and works by this Act authorised, and the lands to be taken for the purposes thereof, and books of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, have been deposited with the principal sheriff clerks of the county of Edinburgh and of the county of the city of Edinburgh, and those plans, sections, and books of reference are in this Act referred to as the deposited plans, sections, and books of reference :

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

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

1. This Act may be cited for all purposes as "The Edinburgh Short title. Tramways Act, 1871."

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Provisions
of general
Acts herein
named incor-
porated.

2. "The Companies Clauses Consolidation (Scotland) Act, 1845," Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," Part II. (construction of tramways) and Part III. (general provisions) of the "Tramways Act, 1870," "The Lands Clauses Consolidation (Scotland) Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," are incorporated with and form part of this Act, save where the same are expressly varied or excepted by this Act, and except as to the following provisions; (namely,)

(1.) With respect to the purchase and taking of lands otherwise than by agreement:

(2.) With respect to the entry upon lands by the promoters of the undertaking.

Interpreta-
tion of
terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or in part incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction: the expression "the tramways" or "the undertaking" shall mean the tramways and works and undertaking by this Act authorised, or any part thereof; and in this Act and in any Act wholly or in part incorporated herewith the expression "the local authority" shall mean (as the case may be) the Corporation of Edinburgh, or the Corporation of Leith, or the Corporation of Portobello; the expression "the Corporation of Edinburgh" shall mean the Lord Provost, magistrates, and council of the city of Edinburgh; the expression "the Corporation of Leith" shall mean the provost, magistrates, and council of the town of Leith; the expression "the Corporation of Portobello" shall mean the provost, magistrates, and council of the town of Portobello; and the word "contingencies" in the "Companies Clauses Consolidation (Scotland) Act, 1845," (section 125,) as incorporated with this Act, shall include the contingency of the undertaking or any part thereof being sold to the local authority at a sum less than the aggregate amount of the capital and debts of the Company.

Company in-
corporated.

4. Charles Cowan, Alexander Wood, Robert Hutchison, James Taylor, William Morris, Elias De Pass, William Pare, and all other persons and corporations who have already subscribed or shall hereafter subscribe to the undertaking, and their executors, administrators, successors, and assigns respectively, shall be united into a company for the purpose of making and maintaining the tramways, and for other the purposes of this Act, and for those purposes shall be incorporated by the name of "The Edinburgh Street Tramways Company," and by that name shall be a body corporate, with

perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act. A.D. 1871.

5. Subject to the provisions of this Act and the Acts and parts of Acts incorporated herewith, the Company may make, form, lay down, and maintain the tramways herein-after described, in the lines and according to the levels shown on the deposited plans and sections, and in all respects in accordance with those plans and sections the tramways herein-after described, with all proper rails, plates, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the said plans, and described in the deposited books of reference to those plans respectively, as may be required for that purpose, which tramways shall be used for purposes of passenger traffic only, unless the local and road authorities in Edinburgh and the local authorities in Leith and Portobello respectively shall from time to time see fit to sanction their use within their respective districts for any other description of traffic. The tramways herein-before referred to and authorised by this Act are,—

(1 AND 1A.—HAYMARKET TO PORTOBELLO.)

(1 and 1A.) A tramway, No. 1, and a tramway, No. 1A (being respectively four miles and five furlongs in length), commencing respectively in the street or road called the Haymarket at a point two and three quarters chains or thereabouts south-west of the south-west corner of Grosvenor Street, passing thence respectively north-eastwardly along the Haymarket into and along West Maitland Street and Maitland Street (which is taken to include Coates Place, Atholl Place, the centre roadway between Coates Crescent and Atholl Crescent and Shandwick Place), and thence across the open space at the junction of Maitland Street, Queensferry Street, Hope Street, and Rutland Place, and thence into and along Princes Street, the street or roadway between the Edinburgh General Post Office and the Register Office, Waterloo Place, Regent Road, South Norton Place, London Road (including Jock's Lodge and the road leading from the bridge carrying the London Road over the Leith branch of the North British Railway to the town of Portobello), and into and along High Street, Portobello, and terminating respectively in that street opposite, or nearly opposite, Bellfield Lane.

(2 TO 2C.—EDINBURGH GENERAL POST OFFICE TO LEITH.)

(2.) A tramway, No. 2 (one mile six furlongs and five and a half chains in length), commencing in the street or roadway

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between the Edinburgh General Post Office and the Register Office by a junction with tramway No. 1 at a point one chain or thereabouts north-eastwardly from the north-west corner of the Edinburgh General Post Office, and passing thence by a curved line into Leith Street, thence along Leith Street, Calton Street, the roadway between Catherine Street, Union Place, Antigua Street, Gayfield Place, and Haddington Place, on the one side, and Greenside Street, Greenside Place, Baxter's Place, and Elm Row, on the other side, into and along Leith Walk, and thence eastwardly across the open space at the junction of Leith Walk, Great Junction Street, Kirkgate, and Duke Street into and along Constitution Street to its junction with Bernard Street, and into and terminating in Bernard Street at a point about three-quarters of a chain north of the north-west corner of Bank Street :

- (2A.) A tramway, No. 2A (one mile three furlongs and one chain in length), commencing in the street or roadway between the Edinburgh General Post Office and the Register Office by a junction with tramway No. 1A at a point nine feet from and south of the point of commencement of the tramway No. 2, passing thence into Leith Street, thence along Leith Street, Calton Street, the roadway between Catherine Street, Union Place, Antigua Street, Gayfield Place, and Haddington Place, on the one side, and Greenside Street, Greenside Place, Baxter's Place, and Elm Row, on the other side, into and along Leith Walk, and thence eastwardly across the open space at the junction of Leith Walk, Great Junction Street, Kirkgate, and Duke Street into and terminating at the south end of Constitution Street by a junction with the said tramway No. 2 :
- (2B.) A tramway or passing place, No. 2B (six chains in length), wholly situate in Constitution Street, commencing and terminating by junctions with tramway No. 2, the point of commencement being about two chains northward from the intersection of Laurie Street with Constitution Street, and the point of termination being about two chains south of the junction of Coatfield Lane with Constitution Street :
- (2c.) A tramway, No. 2c (one furlong five chains and seventy-five links in length), commencing by a junction with the proposed tramway No. 2 in Constitution Street at or near the south side of Charlotte Street, running thence northward along Constitution Street to its junction with Bernard Street, and into and terminating in the last-mentioned street at the point of termination of tramway No. 2.

(3 TO 3C.—SAINT ANDREW SQUARE LOOP.)

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(3 and 3A.) A tramway, No. 3, and a tramway, No. 3A (being respectively four furlongs and twenty links in length), commencing respectively in Princes Street opposite the south-west corner of South Saint Andrew Street (tramway No. 3 there forming a junction with tramway No. 1, and tramway No. 3A there forming a junction with tramway No. 1A), passing thence respectively in a curved line into and along South Saint Andrew Street, the roadway on the east side of Saint Andrew Square, North Saint Andrew Street, and thence into and eastwardly along York Place and Picardy Place to and terminating in Union Place (Leith Walk) at a point about two chains south of the corner of Union Street at its junction with Union Place:

(3B and 3C.) A tramway, No. 3B (one chain and three links in length), and a tramway, No. 3C (one chain and twenty-three links in length), commencing respectively in Princes Street at a point opposite the south-east corner of South Saint Andrew Street (tramway No. 3B there forming a junction with tramway No. 1, and tramway No. 3C there forming a junction with tramway No. 1A), running thence respectively by a curved line into and terminating respectively at or near the south end of South Saint Andrew Street, tramway No. 3B there forming a junction with tramway No. 3A, and tramway No. 3C there forming a junction with tramway No. 3.

(4 TO 4C.—PRINCES STREET TO STOCKBRIDGE.)

(4 and 4A.) A tramway, No. 4, and a tramway, No. 4A (being respectively five furlongs and forty links in length), commencing respectively in Princes Street opposite the south-western corner of South Frederick Street (tramway No. 4 there forming a junction with tramway No. 1, and tramway No. 4A there forming a junction with tramway No. 1A), passing thence respectively by a curved line into and along South Frederick Street, and into and along North Frederick Street, the roadway leading from North Frederick Street through Queen Street Gardens to Howe Street, and along Howe Street to and along South-east Circus Place, and along the roadway in the Royal Circus, running direct from South-east Circus Place to North-west Circus Place into and along North-west Circus Place, Spring Gardens, and Kerr Street, Stockbridge (including Baker's Place and Glanville Place), and ter-

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minating respectively at the north-west end of the last-mentioned street:

(4B and 4c.) A tramway, No. 4B (one chain and eight links in length), and a tramway, No. 4c (one chain and twenty-eight links in length), commencing respectively in Princes Street opposite the south-east corner of South Frederick Street (tramway No. 4B there forming a junction with tramway No. 1, and tramway No. 4c there forming a junction with tramway No. 1A), and running thence respectively by a curved line into and terminating respectively at or near the south end of South Frederick Street (tramway No. 4B there forming a junction with tramway No. 4A, and tramway No. 4c there forming a junction with tramway No. 4).

(5 TO 5G.—ROYAL CIRCUS TO TRINITY, NEWHAVEN, AND LEITH WALK.)

(5 and 5A.) A tramway, No. 5, and a tramway, No. 5A (being respectively three miles six furlongs and two and a half chains in length), commencing respectively in Howe Street opposite or nearly opposite the east end of South-east Circus Place (tramway No. 5 there forming a junction with tramway No. 4, and tramway No. 5A there forming a junction with tramway No. 4A), proceeding thence respectively northwardly along Howe Street into and along Great King Street to the junction of Pitt Street therewith, and thence into and along Pitt Street, North Pitt Street, and Brandon Street, and into and along the road leading north-eastward in continuation of the last-mentioned street to Huntly Street, and thence along Huntly Street, and thence in a northerly direction on to and over Canonmills Bridge, and into and along the roadway between Howard Street, Tanfield, and Summers Place on the one side, and Warriston Place and Howard Place on the other side, and into and along Inverleith Row, and thence into and south-eastwardly along Queensferry Road (otherwise Ferry Road) to the junction therewith of Trinity Road, and thence northward and afterwards eastward along Trinity Road to the point where that road turns again to the northward opposite the entrance to the house known as Denham Green, and thence again northward along Trinity Road into and along Christian Bank, into and easterly along Trinity Crescent, and the road running from Trinity Chain Pier (past Star Bank Cottages

and Maitland Place) to Newhaven Pier as far as the junction of the said road with New Cut, and thence southward along New Cut to the junction therewith of Stanley Road, and thence eastwardly into Stanley Road, and thence along Stanley Road to the junction therewith of Newhaven Road and Whale Brae, and thence in a south-easterly direction along Newhaven Road to its junction with Queensferry Road (otherwise Ferry Road), and thence eastwardly along the last-mentioned road to the junction therewith of North Junction Street, and thence south-eastwardly along Junction Bridge into and along Great Junction Street, and thence southwardly into Leith Walk, and terminating respectively in Leith Walk at or near the north end thereof, tramway No. 5 there forming a junction with tramway No. 2A, and tramway No. 5A there forming a junction with tramway No. 2 :

(5B and 5c.) A tramway, No. 5B, and a tramway, No. 5c (being respectively three furlongs seven chains and ten links in length), commencing respectively in the Trinity Road at a point about three quarters of a chain west of the entrance aforesaid to the house known as Denham Green (tramway No. 5B there forming a junction with tramway No. 5, and tramway No. 5c there forming a junction with tramway No. 5A), running thence respectively eastwardly along the road (sometimes considered part of Trinity Road, and herein-after called Trinity Road East) which runs past the south end of York Road and Laverock Bank to New Cut, and thence into Stanley Road, and terminating in that road at a point about a quarter of a chain from and on the east side of New Cut, tramway No. 5B there forming a junction with tramway No. 5, and tramway No. 5c there forming a junction with tramway No. 5A :

(5D and 5E.) Two short junction tramways, No. 5D (sixty links in length), and a tramway, No. 5E (eighty-three links in length), commencing respectively in Trinity Road at a point about thirteen yards north-east of the point of commencement of tramways No. 5B and No. 5c, and passing thence respectively by a line curving to the south-east into Trinity Road East aforesaid for the length of about thirteen yards, and terminating respectively in that road, tramway No. 5D by a junction with tramway No. 5B, and tramway No. 5E by a junction with tramway No. 5c :

(5F and 5G.) Two short junction tramways, No. 5F (ninety-three links in length), and a tramway, No. 5G (seventy-five links

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in length), commencing respectively in New Cut at a point about three quarters of a chain north-west of the termination of the proposed tramways No. 5B and No. 5c, passing thence respectively by a line curving to the south-west for a length of about three quarters of a chain into Trinity Road East aforesaid, and terminating respectively in that road, tramway No. 5F by a junction with tramway No. 5c, and tramway No. 5G by a junction with tramway No. 5B.

(6 TO 6C.—EDINBURGH GENERAL POST OFFICE TO NEWINGTON.)

(6 and 6A.) A tramway, No. 6, and a tramway, No. 6A (being respectively one mile five furlongs and eight and a half chains in length), commencing respectively opposite the north-west corner of North Bridge Street at its junction with Princes Street (tramway No. 6 there forming a junction with tramway No. 1, and tramway No. 6A there forming a junction with tramway No. 1A), passing thence respectively by a curved line into and along North Bridge Street, thence along the roadway of the North Bridge, South Bridge Street, Nicolson Street (including the roadway on the east side of Nicolson Square), Saint Patrick Street, the roadway on the east side of Saint Patrick Square, Clerk Street, South Clerk Street, the roadway between Newington Terrace and Arniston Place on the one side, and West Newington Terrace and West Newington on the other side, Minto Street, Mayfield Street, and the Liberton Road, and terminating in that road at a point about four chains south of the point at which the Pow Burn passes under that road :

(6B and 6c.) A tramway, No. 6B (one chain and fourteen links in length), and a tramway, No. 6c (one chain and thirty-four links in length), commencing respectively in the street or roadway between the Edinburgh General Post Office and the Register Office (tramway No. 6B there forming a junction with tramway No. 1A, and tramway No. 6c there forming a junction with tramway No. 1) opposite the north-east corner of North Bridge Street aforesaid, passing thence respectively by a line curving to the south-west into and terminating at or near the north end of North Bridge Street aforesaid, tramway No. 6B there forming a junction with tramway No. 6, and tramway No. 6c there forming a junction with tramway No. 6A.

(7 AND 7A.—PRINCES STREET TO MORNINGSIDE.)

A tramway, No. 7, and a tramway, No 7A (being respectively one mile two furlongs and eight and a half chains in length), commencing respectively in Princes Street at a point about two and a half chains east of the south-east corner of Hope Street (tramway No. 7 there forming a junction with tramway No. 1A, and tramway No. 7A there forming a junction with tramway No. 1), and passing thence by a line curving to the south-west into and along Lothian Road, Downie Place, Earl Grey Street, Toll Cross, Home Street, Leven Street, Wright's Houses, Bruntsfield Place, and Boroughmuirhead, and terminating in Boroughmuirhead at a point about half a chain from and north-west of the north-west corner of Church Hill.

(8 AND 8A.—MORNINGSIDE TO MINTO STREET.)

A tramway, No. 8, and a tramway, No. 8A (being respectively one mile three furlongs and five and a half chains in length), commencing respectively in Boroughmuirhead at a point about two and a half chains north of the junction of Church Hill with Boroughmuirhead, there forming respectively junctions with tramway No. 7A, running thence in a southerly direction along Boroughmuirhead, and into and along Church Hill and Clinton Road, and into and northward along Whitehouse Loan to the junction therewith of Hope Terrace, and thence into and along Hope Terrace, and into and northwardly along Kilgraston Terrace, and thence into and eastwardly along Beaufort Road, Grange Road, Salisbury Place, and into and terminating in the street or roadway between West Newington and Arniston Place at a point about half a chain northward of the corner of Salisbury Place, at its junction with West Newington (tramway No. 8 there forming a junction with tramway No. 6A, and tramway No. 8A there forming a junction with tramway No. 6).

(9 AND 9A.—TOLLCROSS TO UNIVERSITY COLLEGE.)

A tramway, No. 9, and a tramway, No. 9A (being respectively six furlongs and six chains and eighty links in length), commencing respectively at Tollcross at the south-east end of Earl Grey Street, passing thence respectively through Tollcross in a south-easterly direction to a point opposite the north-east corner of Brougham Street, and thence in a north-easterly direction into and along Home Street (including High Riggs), the roadway between Portland Place and Lauriston Street on the one side, and West Lauriston Place on the other side, Lauriston Place (including Wharton Place) to Forrest Road, and thence northwardly along Forrest Road, the roadway between Greyfriars

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Place and Lindsay Place to the south end of George IV. Bridge, and thence eastwardly along the site of the new street now in course of formation by the trustees constituted by the Edinburgh Improvement Act, 1867, (which new street when completed will run from the junction of North College Street with South Bridge Street to the southern extremity of George IV. Bridge,) and terminating respectively in South Bridge Street at a point about one chain north-west of the north-west corner of Infirmary Street, tramway No. 9 there forming a junction with tramway No. 6A, and tramway No. 9A there forming a junction with tramway No. 6.

(10 AND 10A.—COLTBRIDGE TO HAYMARKET.)

A tramway, No. 10, and a tramway, No. 10A (being respectively four furlongs six chains and forty links in length), commencing respectively in Glasgow Road at a point about half a chain east of the eastern face of the bridge by which the Grantham Branch of the Caledonian Railway is carried over the said road, passing thence in an easterly direction along the said Glasgow Road and West Coates Road and into the street or road called the Haymarket, and terminating in the Haymarket at a point about one chain south of the south-west corner of Grosvenor Street, and there forming respectively junctions with tramway No. 1A.

Power to
deviate in
new street.

6. It shall be lawful for the Company to deviate from the line and levels of so much of the proposed tramways No. 9 and No. 9A as will be situate in the new street now in course of formation as above mentioned from the junction of North College Street and South Bridge Street to George IV. Bridge, so far as may be necessary in order that the said proposed tramways No. 9 and No. 9A may respectively be laid and maintained at the distance of four feet six inches (tramway No. 9 on the north side, and tramway No. 9A on the south side) from the imaginary centre line of the said new street, and upon the surface thereof as the same shall eventually be completed by the trustees aforesaid constituted by the Edinburgh Improvement Act, 1867.

Mode of for-
mation of
tramways.

7. Every tramway to be made, formed, or laid down under this Act shall be constructed with two rails to be laid at a distance (reckoning from the inside edge of each rail) of four feet eight inches and half an inch from each other, and be laid and maintained in such manner that the uppermost surface of the rail shall be on a level with the surface of the road, and shall not be opened for public traffic until the same has been inspected and certified to be fit for such traffic in the manner (if any) prescribed by the Board of Trade

by any rules for the time being in force made by them under the powers of any Act of Parliament enabling them in that behalf. A.D. 1871.

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

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

9. If any road authority shall hereafter alter the level of any road along or across which any tramway of the Company is laid or authorised to be laid, the Company 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.

Tramways to be kept on level with surface of roads.

10. Any paving, metalling, or material excavated by the Company in the construction of their works from any road under the jurisdiction or control of any road authority may be applied by the Company, so far as may be necessary, in or towards the reinstating of the road and the maintenance for six months after completion of any tramways of the Company within the district of such road authority of so much of the roadway on either side of such tramways as the Company are by this Act, or by Part II. (incorporated herewith) of "The Tramways Act, 1870," required to maintain, and the Company 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 Company, and may be dealt with, removed, and disposed of by them in such manner as they may think fit. Any difference between the Company 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.

Application of road materials excavated in construction of Company's works.

11. With respect to notices and to the delivery thereof by or to the Company, the following provisions shall have effect; (namely,)

Form and delivery of notices.

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- (1.) Every notice shall be in writing or print, or partly in writing and partly in print, and if given by the local authority, or any road authority, by being signed by their clerk or secretary :
- (2.) Any notice to be delivered by or to the Company to or by the local authority, or any road authority, or other body, or any company, may be delivered by being left at the principal office of that authority, body, or company, or of the Company, 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 Company (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.

Authorising
agreements
for use of
tramways.

12. The Company on the one hand, and any other company or any corporation or person on the other hand, from time to time may enter into and carry into effect contracts, agreements, and arrangements for or with reference to the use by such other company, or by such corporation or person, of the tramways, or any of them, or any part or parts thereof respectively, and the tolls, rates, and charges to be paid for such use, and the terms and conditions of such user, and all incidental matters : Provided that it shall not be competent, except with the consents from time to time of the local and road authorities in Edinburgh and the local authorities in Leith and Portobello respectively within their respective districts, to enter into any contracts, agreements, and arrangements whereby the said tramways shall be used for purposes other than those of passenger traffic.

Capital.

13. The capital of the Company shall be three hundred thousand pounds, in thirty thousand shares of ten pounds each.

Shares not
to issue until
one fifth part
thereof shall
have been
paid up.

14. The Company shall not issue any share created under the authority of this Act, nor shall any share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Calls.

15. One fifth of the amount of a share shall be the greatest amount of a call, and three months at least shall be the interval between successive calls, and three fourths of the amount of a share shall be the utmost aggregate amount of calls in any year upon any share.

Power to
divide
shares.

16. Subject to the provisions of this Act, the Company, with the authority of three fourths of the votes of the shareholders present

in person or by proxy at a general meeting of the Company specially convened for the purpose, may from time to time divide any share in their capital into half shares, of which one shall be called "preferred half share" and the other shall be called "deferred half share:" Provided always, that the Company shall not divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up, and upon every such division fifty per centum upon the entire share shall be carried to the credit of the deferred half share (being the whole amount payable thereon), and the residue to the credit of the preferred half share.

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17. The dividend which would from time to time be payable on any divided share if the same had continued an entire share shall be applied in payment of dividends on the two half shares in manner following; (that is to say,) first, in payment of dividend after such rate, not exceeding six per centum per annum, as shall be determined at a general meeting of the Company specially convened for the purpose, on the amount for the time being paid up on the preferred half share, and the remainder (if any) in payment of dividend on the deferred half share, and the Company shall not pay any greater amount of dividend on the two half shares than would have from time to time been payable on the entire share if the same had not been divided.

Dividends on half shares.

18. Every preferred half share shall be entitled out of the profits of each year to the dividend which may have been attached to it by the Company as aforesaid in priority to the deferred half share bearing the same number; but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half share for that year, no part of the deficiency shall be made good out of the profits of any subsequent year, or out of any other funds of the Company.

Dividend on preferred shares to be paid out of the profits of the year only.

19. Forthwith after the creation of any half shares the same shall be registered by the directors, and each half share shall bear the same number as the number of the entire share certificate in respect of which it was issued, and the directors shall issue certificates of the half shares accordingly, and shall cause an entry to be made in the register of the entire shares of the conversion thereof: Provided always, that the directors shall not be bound to issue a certificate of any half share until the certificate of the existing share be delivered to them to be cancelled, unless it be shown to their satisfaction that the certificate is destroyed or lost, and on any certificate being so delivered up the directors shall cancel it.

Half shares to be registered and certificates issued.

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Terms of
issue to be
stated in
certificates.

Forfeiture of
preferred
shares.

Preferred
shares not to
be cancelled
or surren-
dered.

Half shares
to be half
shares in
capital.

Receipts on
behalf of
incapaci-
tated per-
sons.

Power to
borrow on
mortgage.

20. The terms and conditions on which any preferred half share or deferred half share created under this Act is issued shall be stated on the certificate of each such half share.

21. The provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," with respect to the forfeiture of shares for nonpayment of calls shall apply to all preferred half shares to be created under the authority of this Act, and every such preferred half share shall for that purpose be considered a whole share, distinct from the corresponding deferred half share: Provided always, that until any forfeited preferred half share shall be sold by the directors of the Company all dividends which would be payable thereon, if the same had not been forfeited, shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof, and of the arrears of calls for the time being due thereon, with interest.

22. No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company.

23. The several half shares under this Act shall be half shares in the capital of the Company, and every two preferred or deferred half shares held by the same person shall confer such right of voting at meetings of the Company, and (subject to the provisions hereinbefore contained) shall confer and have all such other rights, qualifications, privileges, liabilities, and incidents as attach and are incident to an entire share.

24. If any money be payable to any shareholder being a minor, idiot, or lunatic, the receipt of his guardian or committee, as the case may be, shall be a sufficient discharge to the Company for the same.

25. The Company may from time to time borrow on mortgage any sum or sums not exceeding in the whole seventy-five thousand pounds, and of that sum they may borrow from time to time not exceeding fifteen thousand pounds in respect of every sixty thousand pounds of their capital, but no part of any such sum of fifteen thousand pounds shall be borrowed until the whole of the respective sixty thousand pounds of capital in respect of which it is to be borrowed is subscribed for, issued, and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the forty-second section of "The Companies Clauses Consolidation (Scotland) Act, 1845," (before he so certifies,) that the whole of the respective sixty thousand pounds of capital has been subscribed for, issued, and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of

each separate share in such sixty thousand pounds has been paid on account thereof before or at the time of the issue or acceptance thereof, and that the respective sixty thousand pounds of capital was issued bonâ fide, and is held by the subscribers or their assigns, and that such subscribers or their assigns are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof. A.D. 1871.

26. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver, and in order to authorise the appointment of a receiver in respect of principal, or principal and interest, the amount owing to the mortgagees by whom the application for a receiver shall be made shall not be less in the whole than three thousand pounds. For appointment of a receiver.

27. All moneys to be borrowed on mortgage under this Act, from the time when the same shall be advanced, and the interest for the time being due thereon, shall have priority against the Company, and all the property from time to time of the Company, over all other claims on account of any debts incurred or to be incurred or engagements entered into or to be entered into by them; but nothing in this section shall affect any claim in respect of land acquired by the Company for the purposes of this Act, or injuriously affected by the construction of the tramway, or by the exercise of any of the powers conferred upon the Company. Moneys borrowed on mortgage to have priority.

28. The Company may create and issue debenture stock. Debenture stock.

29. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only. Application of moneys.

30. The first ordinary meeting of the Company after the passing of this Act shall be held within six months next after the passing of this Act. First ordinary meeting.

31. The quorum of a general meeting of the Company, whether ordinary or extraordinary, shall be ten shareholders holding in the aggregate not less than two thousand pounds of the capital of the Company. Quorum of general meetings.

32. The number of directors shall be nine, but the Company may from time to time reduce the number of directors, so that the number be not less than five. Number of directors.

33. The qualification of a director shall be the possession in his own right of not less than twenty shares. Qualification of directors.

[Ch. lxxxix.] *Edinburgh Tramways Act, 1871.* [34 & 35 Vict.]

A.D. 1871. **34.** The quorum of a meeting of directors shall be four, but if
Quorum. the number of the directors be reduced to five, the quorum shall be three.

First directors. **35.** Charles Cowan, Alexander Wood, Robert Hutchison, James Taylor, William Morris, Elias De Pass, William Pare, and two other duly qualified persons to be nominated by them or the majority of them, shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act, or any of them, or may elect a new body of directors, or directors to supply the place of those not continued in office, the directors appointed by this Act being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall (subject to the power herein-before contained for reducing the number of directors) elect persons to supply the places of the directors then retiring from office agreeably to the provisions in "The Companies Clauses Consolidation (Scotland) Act, 1845," contained; and the several persons elected at any such meeting, being neither removed nor disqualified nor having resigned, shall continue to be directors until others are elected in their stead in manner provided by the same Act.

Election of directors.

Period for completion of works. **36.** The tramways shall be completed within three years from the passing of this Act, and on the expiration of that period the powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Land by agreement. **37.** The Company may from time to time purchase and acquire (by agreement) such land as they may require for their undertaking, not exceeding in the whole twenty acres.

Tolls for passengers. **38.** The Company may demand and take for every passenger travelling upon any or either of the tramways, or any part or parts thereof respectively, including tolls for the use of the tramway and of carriages, and for motive power, and every other expense incidental to such conveyance, any tolls or charges not exceeding one penny per mile, (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile,) but the Company 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 by this Act authorised it shall be represented in writing to the Board of Trade by the road authority, or by twenty inhabitant

ratepayers of any parish in which any tramway or part of any tramway of the Company is laid, that the Company 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 under this Act into the truth of the representation, and if the referee report that the truth of the representation has been proved to his satisfaction, the Board may make an order in writing limiting the amount of the rates and fares to be thenceforth charged by the Company for the conveyance of passengers for distances not exceeding two miles to twopence, and the Company shall thenceforth conform to and abide by such order: Provided always, that the Board of Trade may from time to time, after making such order, revoke or modify the same for good cause shown to them.

A.D. 1871.

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

Passengers luggage.

40. The Company shall and they are hereby required at all times after the opening of the tramways for public traffic to run every morning in the week and every evening in the week (Sundays always excepted), at such hours, not being later than seven in the morning or earlier than five in the evening respectively, as the Company think most convenient, and on Saturdays between the hours of one and three in the afternoon, at least two carriages in each case each way for artisans, mechanics, and daily labourers, at fares not exceeding one halfpenny per mile (the Company 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 Company for the running of such carriages, the said Board shall have power to fix and regulate the same from time to time.

Cheap fares for labouring classes.

41. The Company shall not be entitled, except with the consent from time to time respectively of the local and road authorities in Edinburgh and the local authorities in Leith and Portobello, to carry within their respective districts any parcel, goods, articles, or things other than passengers luggage, not exceeding the weight in this Act in that behalf mentioned.

Company not bound to carry goods.

42. The tolls and charges by this Act 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 Company shall, by notice to be annexed to the list of tolls, appoint.

Tolls to be paid as directed by the Company.

43. The promoters shall not, without the consent from time to time first had and obtained of the Corporation of Edinburgh, or, as the case may be, of the Corporation of Leith or the Corporation of

As to user of tramways on Sundays, &c.

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A.D. 1871. Portobello, ply carriages for hire on any Sunday upon their tramways within the city of Edinburgh, or, as the case may be, the town of Leith or burgh of Portobello.

Confirming
scheduled
agreements.

44. The agreements which respectively are set forth in three schedules to this Act are hereby respectively confirmed and made part of this Act, and the same shall be carried into effect accordingly.

Interest not
to be paid on
calls paid up.

45. The Company shall not, out of any money by this Act authorised to be raised by calls or by borrowing, pay interest or dividend to any shareholder on the amount of calls made in respect of the shares held by him : Provided always, that this Act shall not prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with " The Companies Clauses Consolidation (Scotland) Act, 1845."

Deposit for
future Bills
not to be paid
out of
capital.

46. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other tramway, or to execute any other work or undertaking.

Tramways
not exempt
from pro-
visions of
present and
future gene-
ral Acts.

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

Expenses of
Act.

48. 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 Company.

The FIRST SCHEDULE referred to in the foregoing Act. A.D. 1871.

It is agreed between the parties following, viz., the Right Honourable the Lord Provost, magistrates, and town council of the city of Edinburgh of the first part, and the several persons hereto subscribing and named and designed in the testing clause hereof, promoters of the Bill now before Parliament, intituled "A Bill to authorise the construction of street tramways in certain parts of Edinburgh, Leith, and Portobello, and for other purposes," of the second part, in manner following; (that is to say,) the said parties, considering that by the said Bill it is proposed to obtain authority to lay down tramways in certain streets in the royal burgh, city, county of the city, and county of Edinburgh, town and port of Leith, and burgh of Portobello, and their respective suburbs, to be worked by animal power only, and constructed so as not to impede or injure the ordinary traffic of the streets, and that it is further proposed by the said Bill to incorporate the persons therein named, with others, into a company, and to empower them to lay down and maintain the said street tramways; and considering that the parties hereto of the second part have applied to the parties hereto of the first part to give them their consent to the said Bill as the local authority specified by "The Tramways Act, 1870," for the royal burgh, city, and county of the city of Edinburgh, and that the said parties of the first part have, after due inquiry and consideration, resolved to give such consent upon the conditions herein-after set forth; and now seeing that it is reasonable and proper that such consent, and the condition upon which the same has been given, should be set forth in a formal minute of agreement, which shall be incorporated in or appended to the said Bill, and be confirmed by Parliament: Therefore the parties hereto of the first part, for all right and interest which they have in the premises as the local authority foresaid, hereby consent to the said Bill becoming law on the conditions herein-after set forth, which conditions the said parties hereto of the second part hereby accept, and bind and oblige themselves conjunctly and severally, and the whole other promoters of the said Bill, and the Company thereby proposed to be incorporated by the name of "The Edinburgh Street Tramways Company," to implement and fulfil as follows, viz.:

First. The parties hereto of the first part, as the local authority foresaid, shall have the whole rights, powers, and privileges which "The Tramways Act, 1870," or any other general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament, confer or may hereafter confer upon the local authority of any district, and the whole provisions of the said Acts shall apply to the Act of Parliament which the said second party is now promoting, or to any Act of Parliament which they or the Company may hereafter obtain, as fully in every respect as if the same were a provisional order obtained under "The Tramways Act, 1870."

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A.D. 1871. — In addition thereto, and without prejudice to the same, it is hereby further agreed :

Second. The second party bind and oblige themselves and the said Company to proceed immediately after the said Bill shall become law to lay down, construct, and work the tramways described in the said Bill, and shown on the parliamentary plans, from Haymarket to Leith, and from the Edinburgh General Post Office to Newington, and from Newington to Morningside, and from Morningside to Princes Street by way of the Lothian Road, and thereafter they shall proceed as speedily as possible to lay down, construct, and work the several other tramways described in the said Bill and shown on the said plans, and the said whole tramways shall be completed within three years from the passing of the said Bill.

Third. Excepting as regards the time within which the said tramways shall be constructed, and which is by the said Bill declared to be three years, the whole provisions of clause eighteen of "The Tramways Act, 1870," shall apply to the case of the promoters failing to "substantially commence" the work, or, having commenced, suspending the same, or failing to complete the tramway and open it for public traffic.

Fourth. The second party bind and oblige themselves and the said Company before commencing any of the operations authorised by the said Bill, and at latest within six months after the passing of the same, to pay over to the first party two thousand five hundred pounds sterling, with interest thereon at the rate of five per cent. per annum from the expiration of the said six months till payment, which sum of two thousand five hundred pounds, and the whole interest which may accrue thereon, shall be applied by the said first party towards defraying the cost of widening and otherwise improving the North Bridge.

Fifth. So soon as the said sum of two thousand five hundred pounds shall be paid by the second party as aforesaid, the first party shall take steps to have the said North Bridge widened and improved as speedily as possible, but not exceeding two years from the date at which the said payment shall be made, according to a plan to be approved of by the said first party, and by the city of Edinburgh road trustees ; and the said first party shall further apply towards the expense of such widening and improvement, first, the sum of three hundred and fifty-seven pounds six shillings and one penny held by them in trust for that purpose, with the interest to accrue thereon ; and second, the sum of seven hundred and sixty-four pounds twelve shillings and twopence, being a portion of the sum received by them under the provisions of "The North British Railway Amendment Act, 1865," and set apart for the purpose of forming and maintaining a stair from the North Bridge to Physic Gardens ; and the city of Edinburgh road trustees shall be bound to provide such other funds as may be necessary for effecting the said widening and improvement.

Sixth. The first party shall have full power at all times to lay down, construct, and alter from time to time such sewers, drains, and pipes as they may consider necessary, and that without any claim for damages by the promoters or the said Company on any ground whatever ; and in constructing and maintaining the works authorised by the Bill, nothing shall be done which can interfere with or affect such sewers, drains, or pipes, nor limit or restrict in any way the right of the first party or their officers to free access thereto at all times, and all works which can in any way interfere with such sewers, drains, or pipes shall

be approved of by and executed at the sight and to the satisfaction of the burgh engineer for the time. A.D. 1871.

Seventh. The mode of constructing the works proposed to be formed, and every detail in regard to sidings, crossings, and other matters affecting public convenience or safety, shall be submitted to and approved of by an engineer to be appointed by the first party, and all such works shall be executed at the sight and to the satisfaction of such engineer, and the whole expense attending the implementing of this condition shall be defrayed by the second party or by the said Company.

Eighth. The first party shall have full power to regulate the times of starting and running the carriages for artisans, mechanics, and daily labourers provided for by clause forty of the Bill, and also the places at which such carriages shall start and stop.

Ninth. The magistrates of Edinburgh shall have power to regulate the tramway traffic in all respects as they at present have, or may hereafter obtain, power to regulate omnibus and cab traffic.

Tenth. In no case shall the second party or the Company demand or take for any passenger travelling upon any or either of the tramways, or any part or parts thereof respectively, tolls or charges exceeding in whole one penny for each mile, the fraction of a mile beyond an integral number of miles being for that purpose deemed a mile; but the second party or the Company may charge for any less distance than two miles any sum not exceeding twopence.

Eleventh. All the works to be executed by the second party or by the said Company shall form the subject of competition and contract.

Twelfth. The first party shall have power to make rules and regulations or byelaws in terms of clauses forty-six, forty-seven, and forty-eight of "The Tramways Act, 1870," and the said byelaws shall have full force and effect when confirmed by the sheriff of the county of Edinburgh, in the same way as byelaws are by the Edinburgh provisional order appointed to be confirmed by him, and it shall not be necessary to send such byelaws to the Board of Trade.

Thirteenth. Whenever any matter or thing is by "The Tramways Act, 1870," appointed to be decided by a referee to be nominated by the Board of Trade, it shall be in the power of the first party to require that such matter or thing shall be decided by arbitration under the provisions of the Lands Clauses Acts, or of the Companies Clauses Acts, and in that case the expenses of such arbitration shall be borne and paid as the arbiters or oversman shall decide.

Fourteenth. Within six months after the expiration of seven years from the time when the second party or the said Company are empowered to construct the said tramway, and again within six months after the expiration of fourteen years from the said time, the parties hereto of the first part may by notice in writing require the promoters or the said Company to sell, and thereupon the promoters and the said Company shall be bound six months after the receipt of such notice to sell, to them their undertaking, upon terms of paying the then value of the said tramway, and all lands, buildings, works, materials, and plant of the second party or of the said Company suitable to and used by them for the purposes of their undertaking, such value to be in case of difference determined either by a referee nominated by the Board of Trade in the way and manner prescribed by clause forty-three of "The Tramways Act, 1870," or, in

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A.D. 1871. — the option of the parties hereto of the first part, by arbitration in the way and manner provided for by article thirteen hereof, and when any such sale has been made under this condition and provision, all the rights, powers, and authorities of the second parties or of the said Company in respect of the undertaking sold shall be transferred to, vested in, and may be exercised by the said first party in like manner as if such tramway had been constructed by the first party hereto under the powers of a provisional order or Act of Parliament obtained by themselves for that purpose.

Fifteenth. The said first party shall not purchase the undertaking of the said second party or of the said Company under the provisions of this agreement, unless they shall decide to make such purchase by resolution passed at a special meeting of the town council of Edinburgh, which resolution shall be made in the same manner and shall be subject to the same conditions as to validity as resolutions made in regard to the purchase authorised by clause forty-three of "The Tramways Act, 1870;" and in the event of the said first party exercising the power of purchase conferred upon them by this agreement, the said first party may pay the purchase money, and all expenses incurred by them in making such purchase, out of the like funds, and for such purposes shall have all and the like powers, and be subject to all the like conditions, as if such purchase were made under the authority of clause forty-three of "The Tramways Act, 1870."

Sixteenth. In the event of the said first party exercising the power of purchase conferred by this agreement previous to the expiration of twenty-one years from the time when the said second party or the said Company are empowered to construct such tramway, or after the expiration of the said period of twenty-one years under the provisions of clause forty-three of "The Tramways Act, 1870," the said first party shall be entitled to have free inspection at all times of the books and accounts of the second party or of the Company in order to ascertain the expenditure in connexion with the undertaking and the purposes of such expenditure.

Seventeenth. In the event of the said first party exercising the power of purchase conferred by this agreement within the said period of twenty-one years, the allowance for past and future profits of the undertaking, including compensation for compulsory sale, and every other consideration whatsoever other than and except the then value of the tramway, and all lands, buildings, works, materials, and plant of the said second party or of the Company suitable to and used by them for the purposes of their undertaking within the burgh, city, and county of the city of Edinburgh, shall not be less than ten per cent. nor more than twelve and a half per cent. per annum on the expended capital of the said Company for the period to elapse between the time at which such purchase shall be made and the expiration of the said period of twenty-one years.

Eighteenth. The said second party engage that the said Company shall have and keep an office or place of business within the city of Edinburgh, and such office or place of business shall be deemed to be the principal office or place of business of the Company.

Nineteenth. The whole expenses incurred or to be incurred by or on behalf of the said first party or by any person employed by them in relation to the Bill and this agreement, and incident thereto, and in completing and carrying

out this agreement, shall be borne by the said second party and by the said Company. A.D. 1871.

Twentieth. Both parties hereto bind and oblige themselves and their respective successors, and the said second parties bind and oblige the said Company, that if any difference or dispute shall arise between them in regard to any matter touching the meaning of these presents, to submit and refer the same to the determination of Andrew Rutherford Clark, Esquire, advocate, Her Majesty's Solicitor General for Scotland, whom failing, of William Watson, Esquire, advocate, whom failing, of Alexander Burn Shand, Esquire, advocate, and the decree arbitral of such arbiter shall be final and binding on the said parties and on the said Company, and the said parties and the said Company shall be bound and obliged to implement and fulfil whatever the said arbiter shall determine by written awards or decrees arbitral, interim or final.

Lastly. Both parties hereto bind and oblige themselves, and the said second party binds and obliges the said Company, to implement and fulfil their respective parts of the premises to each other under the penalty of five hundred pounds sterling, to be paid by the party or parties failing to the party or parties performing or willing to perform over and above performance; and both parties consent to the registration hereof, and of the said award or decrees arbitral, interim or final, for preservation and execution. In witness whereof these presents, consisting of what is written on this and the six preceding pages, with the marginal addition on page sixth hereof, by Nicol Alexander Gibson, clerk to James David Marwick, town clerk, Edinburgh, are subscribed as follow, by the Right Honourable William Law, Lord Provost, and also by the said James David Marwick, in name and authority of the magistrates and remanent members of the town council present in council at Edinburgh (the common seal being at the same time affixed) the twenty-ninth day of March in the year one thousand eight hundred and seventy-one, before these witnesses, the said Nicol Alexander Gibson and Robert Renwick, also clerk to the said James David Marwick, and by Charles Cowan, of Valleyfield, residing at Murrayfield, Edinburgh, Alexander Wood, Doctor of Medicine, residing at Edinburgh, Robert Hutchison, of Carlowrie, merchant in Leith, James Taylor, of Starley Hall, Burntisland, William Morris, residing at number eight, the Avenue, Blackheath, near London, Elias de Pass, residing at number fifty, Gloucester Terrace, Hyde Park, London, and William Pare, residing at Chatfield House, Putney, London, promoters of the Bill herein-before mentioned, parties of the second part, for and on behalf of themselves and the whole other promoters of the said Bill and the Company thereby proposed to be incorporated, as follows, namely, by the said William Morris and Robert Hutchison, at London, the nineteenth day of April in year aforesaid, before these witnesses, Charles Devison and Joseph Barber Glenn, both clerks to Ashurst, Morris, and Company, solicitors, London, by the said Alexander Wood, at Edinburgh, the twentieth day of April in the year aforesaid, before these witnesses, Rebecca Wood, residing at number ten, Saint Colme Street, Edinburgh, and John Hall, solicitor, Supreme Courts, Edinburgh, by the said Charles Cowan and James Taylor, both at Edinburgh, the same day, month, and year, before these witnesses, the said John Hall and Neville Mackenzie Newton Lawrence, clerk to the said Lindsay and Paterson, by the said Elias de Pass, at London, the twenty-first day of April and year aforesaid, before these witnesses, Osborne Burridge

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A.D. 1871. — Wyatt and Walter Freeling Gunnell, both clerks to the said Ashurst, Morris, and Company, and by the said William Pare, at London, the same day, month, and year, before these witnesses, Duncan Wilkie Paterson, solicitor, Supreme Courts, Edinburgh, and the said Joseph Barber Glenn, it being hereby declared that this testing clause, from and after the words “In witness whereof,” is written by Richard Ellis Mudge, clerk to the said Ashurst, Morris, and Company.

D. W. Paterson, witness.

J. Barber Glenn, witness.

Rob. Renwick, witness.

N. A. Gibson, witness.

J. Barber Glenn, witness.

Chas. Deveson, witness.

Rebeca Wood, witness.

John Hall, witness.

Osborne B. Wyatt, witness.

Walter F. Gunnell, witness.

Neville M. N. Lawrence, witness.

John Hall, witness.

WILL. PARE.

WILLIAM LAW, Lord Provost.
J. D. MARWICK, Town Clerk.

W. MORRIS.

ROBT. HUTCHISON.

ALEX. WOOD.

CHARLES COWAN.

JAMES TAYLOR.

E. DE PASS.

The SECOND SCHEDULE referred to in the foregoing Act.

It is agreed between the parties following, viz., the city of Edinburgh road trust of the first part, and the several persons hereto subscribing and named and designed in the testing clause hereof, promoters of the Bill now before Parliament, intituled “A Bill to authorise the construction of street tramways “in certain parts of Edinburgh, Leith, and Portobello, and for other purposes,” of the second part, in manner following; that is to say, the said parties, considering that by the said Bill it is proposed to obtain authority to lay down tramways in, inter alia, certain roads and streets situated within the city of Edinburgh district of roads, to be worked by animal power only, and constructed so as not to impede or injure the ordinary traffic of the streets, and considering that it is further proposed by the said Bill to incorporate the persons therein named, with others, into a company, and to empower them to lay down and maintain the said street tramways, and considering that the parties hereto of the second part have applied to the parties hereto of the first part to give their consent to the said Bill, as the road authority specified by “The Tramways Act, 1870,” for the city of Edinburgh district of roads, and that the said parties of the first part have, after due inquiry and consideration, resolved to

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give such consent upon the conditions herein-after set forth; and now seeing that it is reasonable and proper that such consent, and the conditions upon which the same has been given, should be set forth in a formal minute of agreement, which shall be incorporated in or appended to the said Bill, and be confirmed by Parliament: Therefore the parties hereto of the first part, for all right and interest which they have in the premises as the road authority foresaid, hereby consent to the said Bill becoming law on the conditions herein-after set forth, which conditions the said parties hereto of the second part hereby accept, and bind and oblige themselves conjunctly and severally, and the whole other promoters of the said Bill, and the Company thereby proposed to be incorporated by the name of the Edinburgh Street Tramways Company, to implement and fulfil, as follows; viz.

First. The parties hereto of the first part, as the road authority foresaid shall have the whole rights, powers, and privileges which "The Tramways Act, 1870," or any other general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament, confer or may hereafter confer upon the road authority of any district, and the whole provisions of the said Acts shall apply to the Act of Parliament which the said second parties are now promoting, or to any Act of Parliament which they or the Company may hereafter obtain, as fully in every respect as if the same were a provisional order obtained under "The Tramways Act, 1870."

Second. The second parties bind and oblige themselves and the said Company to proceed immediately after the said Bill shall become law to lay down, construct, and work the tramways described in the said Bill, and shown on the parliamentary plans, from Haymarket to Leith, and from the Edinburgh General Post Office to Newington, and from Prince's Street to Morningside by way of the Lothian Road, and thereafter they shall proceed as speedily as possible to lay down, construct, and work the several other tramways described in the said Bill and shown on the said plans, and the said whole tramways shall be completed within three years from the passing of the said Bill.

Third. The second parties further bind and oblige themselves and the said Company at their own expense to construct and at all times to maintain and keep in good condition and repair with such granite or other blocks or materials and in such manner as the first parties shall direct, and to their satisfaction, so much of any road or street whereon any tramway belonging to them may be laid as lies between the rails of the tramway, and where two tramways are laid in any road or street the portion of the road or street between the tramways, and in every case so much of the road or street as extends eighteen inches beyond the rails of and on each side of any such tramway.

Fourth. Excepting as regards the time within which the said tramways shall be constructed, and which is by the said Bill declared to be three years, the provisions in section eighteen of "The Tramways Act, 1870," shall apply in the case of the second parties and the said Company failing to substantially commence the works, or, having commenced, suspending the same, or failing to complete the tramways and open the same for public traffic.

Fifth. The second parties bind and oblige themselves and the said Company to make payment to the first parties of the value of such granite blocks on the tramways in the roads or streets within the said city of Edinburgh

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district of roads which the said second parties or the said Company may use in the construction of the said tramways and works connected therewith, as the said value may be agreed on by the first parties and the second parties or the said Company, or, in the event of difference of opinion, as the same may be fixed by David Stevenson, civil engineer, Edinburgh, whom failing, George Cunningham, civil engineer, Edinburgh; and such existing causeway material as the second parties or the said Company may not use shall remain the property of the first parties, who shall be at liberty to dispose of the same as they may see fit.

Sixth. The mode of constructing the tramways and works connected therewith, and every detail in regard to sidings, crossings, and other matters affecting public convenience and safety, shall be submitted to and approved of by an engineer to be appointed by the first parties; and all such works shall be executed at the sight and to the satisfaction of such engineer, and the whole expense attending the implementing this condition shall be defrayed by the second parties or by the said Company.

Seventh. The agreement which is in the course of being entered into between the Lord Provost, magistrates, and town council of the city of Edinburgh and the second parties in regard to the said Bill shall, in so far as the said agreement relates to the widening and otherwise improving the North Bridge, and the expense of such widening and improvement, apply to and be binding on the first and second parties hereto and the said Company in so far as they are respectively interested therein.

Eighth. Whenever any matter or thing is by "The Tramways Act, 1870," appointed to be decided by a referee to be nominated by the Board of Trade, it shall be in the power of the first parties to require that such matter or thing shall be decided by arbitration under the provisions of "the Lands Clauses Acts" or "the Companies Clauses Acts," and in that case the expenses of such arbitration shall be borne and paid as the arbiters or oversman shall decide.

Ninth. Notwithstanding anything that may be contained in the said Bill as the same may be passed into law, neither the second parties nor the said Company shall acquire, or be deemed to acquire, any right other than that of user of any road or street along or across which they may lay any tramway, and nothing in the said Bill as the same may be passed into law shall take away, affect, or prejudice any right or power which the first parties have or may have by law to widen, alter, divert, or improve any road or street, and nothing in the said Bill as the same may be passed into law, or in any byelaw to be made under the same, shall take away or abridge the right of the public to pass along or across every or any part of any road or street along or across which any tramway may be laid, whether on or off the tramway, with carriages not having flange wheels or wheels suitable only to run on the rail of the tramway.

Tenth. The second parties shall amend the said Bill by inserting in the clause of the Bill after the word "Portobello" in the tenth line of the page the following words: the expression "the road authority" shall mean (the case may be) "the city of Edinburgh road trust, or the road trustees of the county of Edinburgh, or the Corporation of Leith;" and by inserting the word "Portobello" in the sixteenth line of the same page the following words: "the word road or street" shall mean respectively the carriage-way

any road, street, square, bridge, thoroughfare, or place along or across which any tramway authorised by this Act is intended to be laid; and by inserting in the said Bill the following clause: "The Company shall have and keep an office or place of business within the city of Edinburgh, and such office or place of business shall be deemed to be the principal office or place of business of the Company," and by otherwise amending the said Bill, in so far as any provisions therein are inconsistent with the provisions in this agreement. A.D. 1871.

Eleventh. The whole expenses incurred or to be incurred by or on behalf of the said first parties, or by any person employed by them, in relation to the said Bill and this agreement, and incident thereto, and in completing and carrying out this agreement, shall be borne by the said second parties and by the said Company.

Twelfth. Both parties bind and oblige themselves and their respective successors, and the said second parties bind and oblige the said Company, in the event of any difference or dispute arising between them in regard to any matter touching the meaning of these presents, to submit and refer the same to the determination of Andrew Rutherford Clark, Esquire, advocate, Her Majesty's Solicitor General for Scotland, whom failing, of William Watson, Esquire, advocate, whom failing, of Alexander Burns Shand, Esquire, advocate; and the decree arbitral of such arbiter shall be final and binding on the said parties and on the said Company, and the said parties and the said Company shall be bound and obliged to implement and fulfil whatever the said arbiter shall determine by written awards or decrees arbitral, interim or final.

Lastly. Both parties hereto bind and oblige themselves, and the said second parties bind and oblige the said Company, to implement and fulfil their respective parts of the premises to each other under the penalty of five hundred pounds sterling, to be paid by the parties failing to the parties performing or willing to perform over and above performance.

And both parties consent to the registration hereof, and of the said awards or decrees arbitral, interim or final, for preservation and execution. In witness whereof these presents, written on this and the four preceding pages to the word "whereof" on the fifteenth line of this page, counting from the top and including that word, by William Broadwood, clerk to Duncan and Archibald, solicitors, Supreme Courts, Edinburgh, and from that word by Richard Ellis Mudge, clerk to Ashurst, Morris, and Company, solicitors, London, are subscribed as follows, namely, by the Right Honourable William Law, Lord Provost of the city of Edinburgh, convener, James Gibson Starke, William McGregor, William Brockie, and Robert Darling Ker, all residing in Edinburgh, members, and William Duncan, solicitor, Supreme Courts, Edinburgh, clerk of the city of Edinburgh road trust, parties of the first part, for and on behalf of the said road trust, all at Edinburgh, the twenty-seventh day of February in the year one thousand eight hundred and seventy-one, before these witnesses, David Crawford Proudfoot, surveyor to the said trust, and David Paterson, clerk to the said Duncan and Archibald, and by Charles Cowan, of Valleyfield, residing at Murrayfield, Edinburgh, Alexander Wood, Doctor of Medicine, residing in Edinburgh, Robert Hutchison, of Carlowrie, merchant in Leith, James Taylor, of Starley Hall, Burntisland, William Morris, residing at number eight, the Avenue, Blackheath, near London, Elias de Pass, residing at number fifty, Gloucester Terrace,

A.D. 1871. Hyde Park, London, and William Pare, Chatfield House, Putney, London, promoters of the Bill herein-before mentioned, parties of the second part, for and on behalf of themselves and the whole other promoters of the said Bill and the Company thereby proposed to be incorporated, as follows, namely, by the said William Morris and Robert Hutchison, at London, the nineteenth day of April and year aforesaid, before these witnesses, Charles Deveson and Joseph Barber Glenn, both clerks to the said Ashurst, Morris, and Company, by the said Alexander Wood, at Edinburgh, the twentieth day of April and year aforesaid, before these witnesses, Rebecca Wood, residing at number ten, Saint Colme Street, Edinburgh, and John Hall, solicitor, Supreme Courts, Edinburgh, by the said Charles Cowan and James Taylor, both at Edinburgh, the said twentieth day of April and year aforesaid, before these witnesses, the said John Hall and Neville Mackenzie Newton Lawrence, clerk to Lindsay and Paterson, writers to the signet, Edinburgh, by the said Elias de Pass, at London, the twenty-first day of April and year aforesaid, before these witnesses, Osborne Burridge Wyatt and Walter Freeling Gunnell, both clerks to the said Ashurst, Morris, and Company, and by the said William Pare, at London, the said twenty-first day of April and year aforesaid, before these witnesses, Duncan Wilkie Paterson, solicitor, Supreme Courts, Edinburgh, and the said Joseph Barber Glenn.

J. Barber Glenn, witness.

D. W. Paterson, witness.

Osborne B. Wyatt, witness.

Walter F. Gunnell, witness.

David Paterson, witness.

David C. Proudfoot, witness.

J. Barber Glenn, witness.

Chas. Deveson, witness.

Rebecca Wood, witness.

John Hall, witness.

Neville M. N. Lawrence, witness.

John Hall, witness.

WILL. PARE.

E. DE PASS.

JAMES TAYLOR.

WILLIAM LAW, Convener.

J. GIBSON STARKE.

WILLIAM MCGREGOR.

WILLIAM BROCKIE.

ROBERT DARLING KER.

WM. DUNCAN.

W. MORRIS.

ROBT. HUTCHISON.

ALEX. WOOD.

CHAS. COWAN.

The **THIRD SCHEDULE** referred to in the foregoing Act. A.D. 1871.

It is agreed between the parties following, videlicet, the provost, magistrates, and council of the burgh of Leith, as such, and as commissioners of police of the burgh of Leith, and as trustees for the Leith district of roads, of the first part, and the several persons hereto subscribing and named and designed in the testing clause hereof, promoters of the Bill now before Parliament, intituled "A Bill to authorise the construction of street tramways in certain parts of Edinburgh, Leith, and Portobello, and for other purposes," of the second part, in manner following; that is to say, the said parties, considering that by the said Bill it is proposed to obtain authority to lay down tramways in certain streets in the royal burgh, city, county of the city, and county of Edinburgh, town and port of Leith, and burgh of Portobello, and their respective suburbs, to be worked by animal power only, and constructed so as not to impede or injure the ordinary traffic of the streets, and that it is further proposed by the said Bill to incorporate the persons therein named, with others, into a company, and to empower them to lay down and maintain the said street tramways, and considering that the parties hereto of the second part have applied to the parties hereto of the first part to give their consent to the said Bill as the local authority specified by "The Tramways Act, 1870," for the burgh of Leith, and that the said parties of the first part have, after due inquiry and consideration, resolved to give such consent upon the conditions herein-after set forth; and now seeing that it is reasonable and proper that such consent, and the conditions upon which the same have been given, should be set forth in a formal minute of agreement, which shall be incorporated in or appended to the said Bill, and be confirmed by Parliament: Therefore the parties hereto of the first part, for all right and interest which they have in the premises as the local authority foresaid, hereby consent to the said Bill becoming law on the conditions herein-after set forth, which conditions the said parties hereto of the second part hereby accept, and bind and oblige themselves conjunctly and severally, and the whole other promoters of the said Bill, and the Company thereby proposed to be incorporated by the name of "The Edinburgh Street Tramways Company," to implement and fulfil, as follows, videlicet:

First. The parties hereto of the first part, as the local authority foresaid, shall have the whole rights and privileges which "The Tramways Act, 1870," or any other general Act relating to tramways now in force or which may hereafter pass during this or any future session of Parliament, confers or may hereafter confer upon the local authority of any district, and the whole provisions of the said Act shall apply to the Act of Parliament which the said second party is now promoting, or to any Act of Parliament which they or the Company may hereafter obtain, as fully in every respect as if the same were a provisional order obtained under "The Tramways Act, 1870;" in addition thereto, and without prejudice to the same, it is hereby further agreed:

Second. The second party bind and oblige themselves and the said Company

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to proceed immediately after the said Bill shall become law to lay down, construct, and work the tramways described in the said Bill, and shown on the parliamentary plans, from Haymarket to Leith, and from the Edinburgh General Post Office to Newington, and from Prince's Street to Morningside by way of the Lothian Road, and thereafter they shall proceed as speedily as possible to lay down, construct, and work the several other tramways described in the said Bill, and shown on the said plans, and the whole tramways shall be completed within three years from the passing of the said Bill.

Third. Excepting as regards the time within which the said tramways shall be constructed, and which is by the said Bill declared to be three years, the whole provisions of clause eighteen of "The Tramways Act, 1870," shall apply to the case of the promoters failing to "substantially commence" the works, or, having commenced, suspending the same, or failing to complete the tramway and open it for public traffic.

Fourth. The first party shall have full power at all times to lay down, construct, and alter from time to time such sewers, drains, and pipes as they may consider necessary, and that without any claim for damages by the promoters or the said Company on any ground whatever, and in constructing and maintaining the works authorised by the Bill nothing shall be done which can interfere with or affect such sewers, drains, or pipes, nor limit or restrict in any way the right of the first party or their officers to free access thereto at all times, and all works which can in any way interfere with such sewers, drains, or pipes shall be approved of by and executed at the sight and to the satisfaction of the burgh engineer for the time.

Fifth. The modes of constructing the works proposed to be formed, and every detail in regard to sidings, crossings, and other matters affecting public convenience or safety, shall be submitted to and approved of by an engineer to be appointed by the first party, and all such works shall be executed at the sight and to the satisfaction of such engineer, and the whole expense attending the implementing of this condition shall be defrayed by the second party or by the said Company.

Sixth. The first party shall have full power to regulate the times of standing and running the carriages for artisans, mechanics, and daily labourers provided for by clause forty of the Bill, and also the places at which such carriages shall start and stop.

Seventh. The magistrates of Leith shall have power to regulate the tramway traffic in all respects as they at present have, or may hereafter obtain, power to regulate omnibus and cab traffic.

Eighth. In no case shall the second party or the Company demand or take for any passenger travelling upon any or either of the tramways, or any part or parts thereof respectively, tolls or charges exceeding in the whole one penny per each mile (the fraction of a mile beyond an integral number of miles being for this purpose deemed a mile); but the second party or the Company may charge for any less distance than two miles any sum not exceeding twopence.

Ninth. All works to be executed by the second party or by the said Company shall form the subject of competition and contract.

Tenth. The first party shall have power to make rules and regulations or byelaws in terms of clauses forty-six, forty-seven, and forty-eight of "The

Tramways Act, 1870," and the said byelaws shall have full force and effect when confirmed by the sheriff of the county of Edinburgh, in the same way as byelaws are by the Edinburgh provisional order appointed to be confirmed by him, and it shall not be necessary to send such byelaws to the Board of Trade.

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Eleventh. Whenever any matter or thing is by "The Tramways Act, 1870," appointed to be decided by a referee to be nominated by the Board of Trade, it shall be in the power of the first party to require that such matter or thing shall be decided by arbitration under the provisions of the Lands Clauses Acts or of the Companies Clauses Acts, and in that case the expenses of such arbitration shall be borne and paid as the arbiters or oversman shall decide.

Twelfth. Within six months after the expiration of seven years from the time when the second party or the said Company are empowered to construct the said tramway, or again in six months after the expiration of fourteen years from the said time, the parties hereto of the first part may by notice in writing require the promoters or the said Company to sell, and thereupon the promoters and the said Company shall be bound to sell, to them their undertaking, in so far as the same is situated within the burgh of Leith, upon terms of paying the then value of the said tramway, and all lands, buildings, works, materials, and plant of the second party or of the said Company suitable to and used by them for the purposes of their undertaking within the said burgh of Leith, such value to be in case of difference determined either by a referee nominated by the Board of Trade in the way and manner prescribed by clause forty-three of "The Tramways Act, 1870," or, in the option of the parties hereto of the first part, by arbitration in the way and manner provided for by article eleven hereof, and when any such sale has been made under this condition and provision, all the rights, powers, and authorities of the second parties or of the said Company in respect of the undertaking sold shall be transferred to, vested in, and may be exercised by the said first party in like manner as if such tramway had been constructed by the first party hereto under the powers of a provisional order or Act of Parliament obtained by themselves for that purpose.

Thirteenth. The said first party shall not purchase the undertaking of the said second party or of the said Company under the provisions of this agreement unless in conjunction with the Corporation of Edinburgh, and unless they shall decide to make such purchase by resolution passed at a special meeting of the town council of Leith, which resolution shall be made in the same manner and shall be subject to the same conditions as to validity as resolutions made in regard to the purchase authorised by clause forty-three of "The Tramways Act, 1870;" and in the event of the said first party exercising the power of purchase conferred upon them by this agreement, the said first party may pay the purchase money, and all expenses incurred by them in making such purchase, out of the like funds, and for such purposes shall have all and the like powers, and be subject to all the like conditions, as if such purchase were made under the authority of clause forty-three of "The Tramways Act, 1870."

Fourteenth. In the event of the said first party exercising the powers of purchase conferred by this agreement previous to the expiration of twenty-one years from the time when the said second party or the said Company are em-

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Fifteenth. In the event of the said first party exercising the power of purchase conferred by this agreement within the said period of twenty-one years, the allowance for past and future profits of the undertaking, including compensation for compulsory sale, and every other consideration whatsoever other than and except the then value of the tramway, and all lands, buildings, works, materials, and plant of the said second party or of the Company suitable to and used by them for the purposes of their undertaking within the burgh of Leith, shall not be less than ten per cent. nor more than twelve and a half per cent. on the expended capital of the said Company for the period to elapse between the time at which such purchase shall be made and the expiration of the said period of twenty-one years.

Sixteenth. The said second party engages that the said Company shall have and keep an office or place of business within the city of Edinburgh, and such office or place of business shall be deemed to be the principal office or place of business of the Company.

Seventeenth. The whole expenses incurred or to be incurred by or on behalf of the said first party, or by any person employed by them in relation to the Bill and this agreement, and incident thereto, and in completing and carrying out this agreement, shall be borne and paid by the said second party and by the said Company.

Eighteenth. Both parties hereto bind and oblige themselves and their respective successors, and the said second parties bind and oblige the said Company, in the event of any difference or dispute between them in regard to any matter touching the meaning of these presents, to submit and refer the same to the determination of Andrew Rutherford Clark, Esquire, advocate, Her Majesty's Solicitor General for Scotland, whom failing, of William Watson, Esquire, advocate, whom failing, of Alexander Burns Shand, Esquire, advocate, and the decree arbitral of such arbiter shall be final and binding on the said parties and on the said Company, and the said parties and the said Company shall be bound and obliged to implement and fulfil whatever the said arbiter shall determine by written awards or decrees arbitral, interim or final.

Lastly. Both parties hereto bind and oblige themselves, and the said second party binds and obliges the said Company, to implement and fulfil their respective parts of the premises to each other under the penalty of five hundred pounds sterling, to be paid by the party or parties failing to the party or parties performing or willing to perform over and above performance. And both parties consent to the registration hereof and of the said award or decrees arbitral, interim or final, for preservation and execution. In witness whereof these presents, written on this and five preceding pages by Robert John Lindsay, clerk to Lindsay and Paterson, writers to the signet, Edinburgh, are subscribed as follow, by James Watt, provost of Leith, and William Henderson Couper, town clerk,

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Leith, for and on behalf of the parties of the first part, and as duly authorised by them, and the seal of the said town of Leith was affixed, both at Leith, on the ninth day of March in the year one thousand eight hundred and seventy-one, before these witnesses, Thomas Thomson Purves, clerk to the said William Henderson Couper, and Andrew Cooke, town officer, Leith, and by Charles Cowan, of Valleyfield, residing at Murrayfield, Alexander Wood, Doctor of Medicine, residing at Edinburgh, Robert Hutchison, of Carlowrie, merchant in Leith, James Taylor, of Starley Hall, Burntisland, William Morris, residing at number eight, the Avenue, Blackheath, near London, Elias de Pass, residing at number fifty, Gloucester Terrace, Hyde Park, London, and William Pare, residing at Chatfield House, Putney, London, promoters of the Bill hereinbefore mentioned, parties of the second part, for and on behalf of themselves and the whole other promoters of the said Bill and the Company thereby proposed to be incorporated, as follows, namely, by the said William Morris and Robert Hutchison, at London, the nineteenth day of April in year aforesaid, before these witnesses, Charles Devison and Joseph Barber Glenn, both clerks to Ashurst, Morris, and Company, solicitors, London, by the said Alexander Wood, at Edinburgh, the twentieth day of April in year aforesaid, before these witnesses, Rebecca Wood, residing at number ten, Saint Colme Street, Edinburgh, and John Hall, solicitor, Supreme Courts, Edinburgh, by the said Charles Cowan and James Taylor, both at Edinburgh, the same day, month, and year, before these witnesses, the said John Hall and Neville Mackenzie Newton Lawrence, clerk to the said Lindsay and Paterson, by the said Elias de Pass, at London, the twenty-first day of April and year aforesaid, before these witnesses, Osborne Burridge Wyatt and Walter Freeling Gunnell, both clerks to the said Ashurst, Morris, and Company, and by the said William Pare, at London, the same day, month, and year, before these witnesses, Duncan Wilkie Paterson, solicitor, Supreme Courts, Edinburgh, and the said Joseph Barber Glenn, it being hereby declared that this testing clause, from and after the words In witness whereof, is written by Walter Freeling Gunnell, clerk to the said Ashurst, Morris, and Company.

Thos. T. Purves, witness.
Andrew Cooke, witness.

L.S.

JAMES WATT, Provost.
W. H. COUPER, Clerk.

J. Barber Glenn, witness.
Chas. Devison, witness.
Rebecca Wood, witness.
John Hall, witness.
Neville N. M. Lawrence, witness.
John Hall, witness.
Osborne Burridge Wyatt, witness.
Walter F. Gunnell, witness.
J. Barber Glenn, witness.
D. W. Paterson, witness.

W. MORRIS.
ROBT. HUTCHISON.

ALEXR. WOOD.

CHAS. COWAN.

JAMES TAYLOR.
E. DE PASS.
WILLM. PARE.

LONDON : Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1871.

