



CHAPTER ccix.

An Act to confirm certain Provisional Orders made by the Board of Trade under the Tramways Act 1870 relating to Blackpool St. Anne's and Lytham Tramways Great Crosby Tramways Liverpool Corporation Tramways (Extensions) and Waterloo-with-Seaforth Tramways. A.D. 1898.

[12th August 1898.]

WHEREAS under the authority of the Tramways Act 1870 the Board of Trade have made the several Provisional Orders set out in the schedule to this Act annexed: 33 & 34 Vict.
c. 78.

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

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

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

1. This Act may be cited as the Tramways Orders Confirmation (No. 1) Act 1898. Short title.

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

3. The Promoters mentioned in the said Orders shall not in the exercise of the powers of this Act or of the said Orders purchase Protection
of houses
of labouring
class.

A.D. 1898. or acquire in any city borough or other urban district or in any parish or part of a parish not being within an urban district ten or more houses which on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers or except with the consent of the Local Government Board ten or more houses which were not so occupied on the said fifteenth day of December but have been or shall be subsequently so occupied.

For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

SCHEDULE.

LIST OF ORDERS.

BLACKPOOL ST. ANNE'S AND LYTHAM TRAMWAYS.—Order authorising the Blackpool St. Anne's and Lytham Tramways Company to construct a tramway.

GREAT CROSBY TRAMWAYS.—Order authorising the Urban District Council of Great Crosby to construct tramways in their district.

LIVERPOOL CORPORATION TRAMWAYS (EXTENSIONS).—Order authorising the mayor aldermen and citizens of the city of Liverpool to construct additional tramways in the said city.

WATERLOO - WITH - SEAFORTH TRAMWAYS.—Order authorising the Urban District Council of Waterloo-with-Seaforth to construct tramways in their district.

BLACKPOOL ST. ANNE'S AND LYTHAM.

A.D. 1898.

*Order authorising the Blackpool Saint Anne's and Lytham Tramways
Company to construct a Tramway.*

*Blackpool
St. Anne's
and Lytham.*

1. This Order may be cited as the Blackpool St. Anne's and Lytham Tramways Company's Order 1898. Short title.

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

3. In this Order—

Interpretation.

The expressions "the Act of 1893" "the Act of 1896" mean respectively the Blackpool St. Anne's and Lytham Tramways Act 1893 and the Blackpool St. Anne's and Lytham Tramways Act 1896 ;

The expression "the tramway" means the tramway and works by this Order authorised ; and

o The expression "the Promoters' tramways" means the tramways authorised by the Act of 1893 the Act of 1896 and this Order.

Subject as aforesaid the several words terms and expressions to which by the Acts in whole or in part incorporated with this Order and by the Act of 1893 and the Act of 1896 meanings are assigned have in this Order the same respective meanings unless there be something in the subject or context repugnant to such meaning.

Promoters.

4. The Blackpool St. Anne's and Lytham Tramways Company shall be the Promoters for the purposes of this Order and are in this Order referred to as "the Promoters." The Promoters.

Construction of Tramway.

5. The Promoters may construct and maintain subject to the provisions of this Order and in accordance with the plans and sections deposited at the office of the Board of Trade for the purposes of this Order (which plans and sections are in this Order referred to respectively as "the deposited plans" and "the deposited sections") the tramway herein-after described with all proper rails plates curves points offices weigh-bridges carriage-houses engine-sheds warehouses works and conveniences connected therewith or for the purposes thereof and may work and use the same Provided that nothing in this Order or in any Act wholly or in part incorporated therewith shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Acts 1882 and 1888 to which the provisions of section 15 of the former Act apply except in accordance with and subject to the provisions of that section. Construction
of tramway.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898.

*Blackpool
St. Anne's
and Lytham.*

The tramway authorised by this Order is—

A tramway 5 furlongs and 5·76 chains in length of which 4 furlongs and 0·76 chain is single line and 1 furlong and 5·00 chains is double line commencing by a junction with the existing tramway of the Promoters in Church Road Lytham at a point 1·41 chains west of the point of intersection of Park Street and Clifton Square proceeding thence in an easterly direction into and along Clifton Street and Warton Street and terminating at a point 0·82 chain east of the entrance gates of the Cottage Hospital in Warton Street.

The tramway will be laid throughout as a single line except where as next described it will be laid as double line.

(A.) In Clifton Street—

Between points respectively 2·14 chains east of the point of intersection of Bath Street with Clifton Street and 5·14 chains east of that point of intersection;

(B.) In Warton Street—

(1.) Between points 3·86 chains east of the point of intersection of Station Road with Warton Street and 6·86 chains east of that point of intersection;

(2.) Between points 5·56 chain east of the point of intersection of East Cliffe with Warton Street and 3·56 chains east of that point of intersection;

(3.) Between points 1·58 chains east of the point of intersection of Trent Street with Warton Street and 3·45 chains east of that point of intersection.

The tramway will be made or pass from in through or into the parish and township of Lytham in the county of Lancaster.

Prohibiting
standing of
cars near
hospital gates.

6. No car shall be permitted to stand for any purpose whatsoever between the said point 3·45 chains east of the point of intersection of Trent Street with Warton Street and a point 8 yards east of the line delineated and marked B B on the deposited plans.

Tramway to
form part of
undertaking
of Promoters.

7. The tramway shall be deemed to form part of the tramways and the undertaking authorised by the Act of 1893 and the Act of 1896 and all the provisions of the Act of 1893 and the Act of 1896 as amended by this Order shall so far as the same are applied by this Order apply to the tramway in like manner in every respect as if the same formed part of the tramways authorised by the Act of 1893 and the Act of 1896.

Provisions of
Acts of 1893
and 1896 to
apply to the
tramway.

8. Sections 26 31 to 35 (inclusive) 38 39 40 to 48 (inclusive) 50 51 52 54 56 (exclusive of the proviso) 57 to 64 (inclusive) 66 67 of the Act of 1893 and the First Schedule to that Act and sections 8 9 10 11 and 13 of the Act of 1896 shall apply to the tramway as if the tramway had formed part of the tramways authorised by the Act of 1893 and the powers conferred on the Promoters for forming laying down working using and maintaining which were revived by the Act of 1896 Provided that no

passenger conveyed only upon the tramway shall be charged more than one penny for any distance he shall be so conveyed.

9. Sections 36 37 and 65 of the Act of 1893 are hereby repealed.

10. All works to be executed by the Promoters in any street or road for working the tramway by mechanical power in pursuance of the powers of this Order shall be deemed to be works of a tramway subject in all respects to the provisions of section thirty of the Tramways Act 1870 as if they had been therein expressly mentioned.

11. The Promoters or any person working or using any of the Promoters' tramways shall not take or demand on Sunday or any public holiday any higher tolls or charges than those levied by them on ordinary week-days.

12. The Promoters may apply to the purposes of this Order and to the payment of the costs of and connected with the application for preparation making and confirmation of this Order and preliminary or incidental thereto any capital or moneys which they are by the several Acts relating to them authorised to raise or borrow and which is not required for the purposes of those Acts or either of them.

13. Nothing in this Order contained shall exempt the Promoters or any person using the tramway or the tramway from the provisions of any general Act relating to tramways now in force or which may hereafter pass or come into force during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of tolls or charges authorised by this Order.

*Blackpool
 St. Anne's
 and Lytham.*
 Repeal of
 sections 36 37
 and 65 of the
 Act of 1893.

Mechanical
 power works to
 be subject to
 s. 30 of Tram-
 ways Act 1870.

As to fares on
 Sundays and
 holidays.

Promoters
 may apply
 capital to
 purposes of
 this Order.

Saving for
 general Acts.

GREAT CROSBY.

*Order authorising the Urban District Council of Great Crosby
 to construct Tramways in their District.*

*Great
 Crosby.*

Preliminary.

1. This Order may be cited as the Great Crosby Tramways Order 1898.

Short title.

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

Incorporation
 of Acts.

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

Interpretation.

Provided that in this Order—

The expressions "the tramway" and "the undertaking" mean respectively the tramways and works and the undertaking by this Order authorised ;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898. The expression "the district" means the urban district of Great Crosby;

Great Crosby.

The expression "the district council" means the urban district council of Great Crosby;

The expression "mechanical power" includes steam electric and every other motive power not being animal power;

The expression "engine" includes motor.

The Promoters. 4. The council shall be the Promoters for the purposes of this Order and are in this Order referred to as "the Promoters."

Lands by agreement.

5. The Promoters may:—

(a) subject to the sanction of the Local Government Board and under such conditions as they may prescribe from time to time appropriate and use for any of the purposes of this Order but subject to the provisions (if any) under which such lands were respectively acquired any lands from time to time vested in them being part of their corporate estates:

(b) by agreement from time to time purchase and acquire for the purposes of the undertaking such lands as they may require and may from time to time sell let or dispose of any such lands which may not be necessary for such purposes Provided that all sums received by the promoters from the sale of such lands or from fines or premiums on leases of the same shall be applied solely in repayment of outstanding loans and that such moneys shall not be applied to the payment of instalments or to payments into the sinking fund except to such extent and upon such terms as may be approved by the Local Government Board:

(c) erect or construct on any such lands any offices stables sheds workshops stores waiting-rooms or other buildings yards works and conveniences for the purposes of the undertaking.

Provided that they shall not at any time hold for such purposes more than five acres of land and that nothing in this Order shall exonerate the Promoters from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon lands appropriated or taken under the powers of this section.

Construction of Tramways.

Construction of tramways.

6. The Promoters may construct and maintain subject to the provisions of this Order and in accordance with the plans and sections deposited at the office of the Board of Trade for the purposes of this Order (which plans and sections are in this Order referred to respectively as "the deposited plans" and "the deposited sections") the tramways herein-after described with all proper rails plates sleepers channels junctions turntables turnouts crossings passing-places offices stables carriage engine boiler and dynamo houses sheds buildings works and conveniences connected therewith

[61 & 62 Vict.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

or for the purposes thereof Provided that nothing in this Order or in any Act wholly or in part incorporated therewith shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Acts 1882 and 1888 to which the provisions of section 15 of the former Act apply except in accordance with and subject to the provisions of that section.

A.D. 1898.

—
Great
Crosby.

The tramways authorised by this Order will be wholly situate in the district and are as follows (that is to say) :—

Tramway No. 2 (2 furlongs 8·1 chains in length whereof 1 furlong 9·6 chains are single line and 8·5 chains are double line) commencing in Cook's Road at its junction with Victoria Road passing along Cook's Road and Liverpool Road and terminating in Liverpool Road at a point 0·3 chain north of Queen's Road.

Provided that this tramway shall not be constructed opposite to the Merchant Taylors School for Girls and the premises known as the "Mulberries" unless a space of not less than 9 feet 6 inches shall intervene between the outside of the footpath on the west side of the road and the nearest rail of the tramway.

The tramway shall be laid as a single line throughout except at the following places where it shall be laid as a double line namely :—

- (a.) From a point 0·2 chain east of Cooks Road to a point 1·2 chains south of Victoria Road.
- (b.) Between the points respectively 2·8 chains and 0·3 chain north of Moor Lane.
- (c.) Between the points respectively 0·7 chain north and 0·5 chain south of Alma Vale.
- (d.) Between the points respectively 1·2 chains north and 0·3 chain south of York Road.

Provided that this tramway shall be laid as double line but so that only one line can be used at one and the same time in all places where the width of the road is less than 22 feet.

Tramway No 3 (4 furlongs 4·3 chains in length whereof 3 furlongs 5·2 chains are single line and 9·1 chains are double line) situate in Liverpool Road commencing by a junction with Tramway No. 2 at the termination thereof and terminating at the boundary of the district.

The tramway shall be laid as a single line throughout except at the following places where it shall be laid as a double line namely :—

- (a.) From a point opposite to Endbutt Lane to a point 1·3 chains north of Fairholme Road.
- (b.) Between the points respectively 0·2 chain north and 1·2 chains south of Preseland Road.
- (c.) Between the points respectively 0·6 chain north and 0·7 chain south of Myer's Road West.
- (d.) Between the points respectively 3·1 chains and 1·4 chains north of College Road.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898.

*Great
Crosby.*

Tramway No. 4 (6 furlongs 1·8 chains in length whereof 4 furlongs 8·4 chains are single line and 1 furlong 3·4 chains are double line) commencing in Liverpool Road by a junction with Tramway No. 2 at a point 0·2 chain south of Moor Lane passing along Moor Lane and terminating in that lane at the boundary of the district.

The tramway shall be laid as a single line throughout except between the following places where it shall be laid as a double line namely:—

- (a.) Between the points respectively 50 chains and 64 chains east of Liverpool Road.
- (b.) Between the points respectively 1 chain west and 1 chain east of the west boundary wall of the premises known as the Grange.
- (c.) Between the points respectively 0·6 chain and 2·6 chains east of Scab Lane.
- (d.) Between the points respectively 0·8 chain west and 0·7 chain east of the west boundary wall of the premises known as Woodcroft.
- (e.) Between the points respectively 2 chains and 0·2 chain west of Forefield Lane.
- (f.) From a point 1·8 chains west of Chesterfield Road to that road.
- (g.) Between the points respectively 3·2 chains and 0·9 chain west of the termination of the tramway.

Provided that this tramway shall not be constructed unless and until the road is widened to the satisfaction of the Board of Trade.

Gauge.

7. The tramways shall be constructed on a gauge of 4 feet 8½ inches or such other gauge as may from time to time be determined by the Board of Trade with the assent of the council. Provided that in the event of the tramways being constructed on a less gauge than 4 feet 8½ inches so much of section 34 of the Tramways Act 1870 as limits the extent of the carriages used on any tramways beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the tramways but in the like event no engine or carriage used on the tramways shall exceed 6 feet in width or such other width as may from time to time be prescribed by the Board of Trade.

Provisions as
to construction
of tramways.

8. In addition to the requirements of section 26 of the Tramways Act 1870 the Promoters shall before they proceed to open or break up any road for the purpose of constructing laying down maintaining or renewing the tramways or any part thereof lay before the Board of Trade a plan showing the proposed mode of constructing laying down maintaining or renewing such tramways and a statement of the materials intended to be used therein and the Promoters shall not commence the construction laying down maintenance or renewal of any part of the tramways except for the purpose of necessary repairs until such plan and statement have been approved by the Board of Trade and after such approval the works shall be executed in accordance in all respects with such plan and statement.

Rails of
tramways.

9. The rails of the tramways shall be such as the Board of Trade may approve.

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

A.D. 1898.

*Great
Crosby.*

Penalty for not
maintaining
rails and road
in good
condition.

10. The Promoters shall at all times maintain and keep in good condition and repair and so as not to be a danger or annoyance to the ordinary traffic the rails of the tramways and the substructure upon which the same rest and if the Promoters at any time fail to comply with this provision or with the provisions of section 28 of the Tramways Act 1870 they shall be subject to a penalty not exceeding five pounds for every day on which such non-compliance continues.

In case it is represented in writing to the Board of Trade by twenty inhabitant ratepayers of the district that the Promoters have made default in complying with the provisions in this section contained or with any of the requirements of section 28 of the Tramways Act 1870 the Board of Trade may if they think fit direct an inspection by an officer to be appointed by the said Board and if such officer report that the default mentioned in such representation has been proved to his satisfaction then and in every such case a copy of such report certified by a secretary or assistant secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Promoters to such penalty or penalties in respect thereof as is or are by this section imposed.

11. If the Promoters or any other road authority hereafter alter the level of any road along or across which any part of the tramways is laid or authorised to be laid the Promoters shall 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 roads as altered.

Tramways to
be kept on
level of surface
of road.

12. The Promoters may with the consent of the Board of Trade lay down double lines in lieu of single or single lines in lieu of double or interlacing lines in lieu of double or single lines on any of the tramways authorised by or constructed under this Order and may with the like consent subject in places where the Promoters may not be the road authority to the approval of that authority alter the position in the road of any of such tramways or any part thereof respectively Provided that in the exercise of the powers of this section no rail shall be so laid that a less space than nine feet six inches shall intervene between it and the outside of the footpath on either side of the road if one-third of the owners or one-third of the occupiers of the premises abutting on the place where such less space shall intervene shall by writing under their hands addressed and delivered to the Promoters within three weeks after receiving from the Promoters notice of their intention express their objection thereto.

Alteration of
tramways.

13. The Promoters may subject to the provisions of this Order make maintain alter and remove such crossings passing-places sidings loops triangles junctions and other works in addition to those particularly specified in and authorised by this Order as they find necessary or convenient for the efficient working of the tramways or any of them or for providing access to any stables carriage-houses sheds or works of the Promoters but in places where the Promoters may not be the road authority the same shall only be made subject to the approval of the road authority Provided that

Additional
crossings &c.
may be made
where
necessary.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898. *Great Crosby.* in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between it and the outside of the footpath on either side of the road if one-third of the owners or one-third of the occupiers of the premises abutting on the place where such less space shall intervene shall by writing under their hands addressed and delivered to the Promoters within three weeks after receiving from the Promoters notice of their intention express their objection thereto.

Temporary tramways.

14. Where by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways is laid it is in the opinion of the Promoters necessary or expedient temporarily to remove or discontinue the use of such tramway or any part thereof the Promoters may construct in the same or any adjacent road and maintain so long as occasion may require a temporary tramway in lieu of the tramway or part of the tramway so removed or discontinued subject in places in which the Promoters may not be the road authority to the approval of the road authority and to such regulations as that authority may make.

Application of road materials excavated in construction of works.

15. Any paving metalling or material excavated by the Promoters in the construction of any works under the authority of this Order from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters and may be dealt with removed and disposed of by them in such manner as they may think fit.

Tramways not to be opened until certified by Board of Trade.

16. The tramways shall not be open for public traffic until the same have been inspected and certified to be fit for such traffic by the Board of Trade.

Motive Power.

Provisions as to motive power.

17. The carriages used on the tramways may be moved by animal power or subject to the following provisions by mechanical power (that is to say):—

(1.) The mechanical power shall not be used except with the consent of and according to a system approved by the Board of Trade nor unless and until the passing places are of a length satisfactory to the Board of Trade.

(2.) The Board of Trade shall make regulations (in this Order referred to as "the Board of Trade regulations") for securing to the public all reasonable protection against danger arising from the use under this Order of mechanical power on the tramways and for regulating the use of electric power.

(3.) The Promoters or any company or person using any mechanical power on the tramways contrary to the provisions of this Order or of the Board of Trade regulations shall for every such offence be liable to a penalty not exceeding ten pounds and also in the case of a continuing offence to a further penalty not exceeding five pounds for

[61 & 62 Vict.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

every day during which such offence is continued after conviction thereof. A.D. 1898.

(4.) The Board of Trade if they are of opinion—

(a) that the Promoters or such company or person have or has made default in complying with the provisions of this Order or of the Board of Trade regulations whether a penalty in respect of such non-compliance has or has not been recovered; or

(b) that the use of mechanical power as authorised under this Order is a danger to the passengers or the public;

may by order either direct the Promoters or such company or person to cease to use such mechanical power or permit the same to be continued only subject to such conditions as the Board of Trade may impose and the Promoters or such company or person shall comply with every such order. In every such case the Board of Trade shall make a special report to Parliament notifying the making of such order.

18. For the purposes of working any of the tramways by mechanical power the Promoters may subject to the provisions of this Order construct maintain and use stations for generating electric power with all necessary or proper machinery dynamos engines buildings works and conveniences and may place construct erect lay down make and maintain on above or below the surface of any street posts brackets electric conductors wires apparatus subways tunnels cables tubes and openings.

Power to
place posts
wires &c.

19. Subject to the provisions of this Order the Board of Trade may make byelaws with regard to any of the tramways upon which mechanical power may be used for all or any of the following purposes (that is to say):—

Byelaws.

For regulating the use of any bell whistle or other warning apparatus fixed to the engine or carriages:

For regulating the omission of smoke or steam from engines used on the tramways:

For providing that engines and carriages shall be brought to a stand at the intersection of cross streets and at such places and in such cases of horses being frightened or of impending danger as the Board of Trade may deem proper for securing safety:

For regulating the entrance to exit from and accommodation in the carriages used on the tramways and the protection of passengers from the machinery of any engine used for drawing or propelling such carriages:

For providing for the due publicity of all byelaws and Board of Trade regulations in force for the time being in relation to the tramways by exhibition of the same in conspicuous places on the carriages and elsewhere.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898. Any person offending against or committing a breach of any of the by-laws made by the Board of Trade under the authority of this Order shall be liable to a penalty not exceeding forty shillings.

*Great
Crosby.*

Amendment of
the Tramways
Act 1870 as to
byelaws by
local authority.

20. The provisions of the Tramways Act 1870 relating to the making of byelaws by the local authority with respect to the rate of speed to be observed in travelling on the tramways shall not authorise the local authority to make any byelaws sanctioning a higher rate of speed than that authorised by this Order or by the Board of Trade regulations at which engines are to be driven or propelled on the tramways under the authority of this Order but the local authority may if they think fit make byelaws under the provisions of the said Act for restricting the rate of speed to a lower rate than that so authorised.

Special
provisions as
to use of
electric power.

21. The following provisions shall apply to the use of electric power under this Order unless such power is entirely contained in and carried along with the carriages:—

- (1.) The Promoters shall employ either insulated returns or uninsulated metallic returns of low resistance.
- (2.) The Promoters shall take all reasonable precautions in constructing placing and maintaining their electric lines and circuits and other works of all descriptions and also in working their undertaking so as not injuriously to affect by fusion or electrolytic action any gas or water pipes or other metallic pipes structures or substances or to interfere with the working of any wire line or apparatus from time to time used for the purpose of transmitting electric power or of telegraphic telephonic or electric signalling communication or the currents in such wire line or apparatus.
- (3.) The Promoters shall be deemed to take all reasonable precautions against interference with the working of any wire line or apparatus if and so long as they adopt, and employ at the option of the Promoters either such insulated returns or such uninsulated metallic returns of low resistance and such other means of preventing injurious interference with the electric wires lines and apparatus of other parties and the currents therein as may be prescribed by the Board of Trade regulations and in prescribing such means the Board shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking.
- (4.) At the expiration of two years from the passing of the Act confirming this Order the provisions of this section shall not operate to give any right of action in respect of injurious interference with any electric wire line or apparatus or the currents therein unless in the construction erection maintaining and working of such wire line and apparatus all reasonable precautions including the use of an insulated return have been taken to prevent injurious interference therewith and with the currents therein by or from other electric currents.

(5.) If any difference arises between the Promoters and any other party with respect to anything herein-before in this section contained such difference shall unless the parties otherwise agree be determined by the Board of Trade or at the option of the Board by an arbitrator to be appointed by the Board and the costs of such determination shall be in the discretion of the Board or of the arbitrator as the case may be.

A.D. 1898:

—
*Great
Crosby.*

(6.) The electric power shall be used only in accordance with the Board of Trade regulations and in such regulations provision shall be made for preventing fusion or injurious electrolytic action of or on gas or water pipes or other metallic pipes structures or substances and for minimising as far as is reasonably practicable injurious interference with the electric wires lines and apparatus of other parties and the currents therein whether such lines do or do not use the earth as a return.

(7.) The expression "the Promoters" in this section shall include their lessees and any person owning working or running carriages over any tramway of the Promoters.

22. In the event of any of the tramways of the Promoters being worked by electricity the following provisions shall have effect:—

For protection
of the
Postmaster-
General.

(1.) The Promoters shall construct their electric lines and other works of all descriptions and shall work their undertaking in all respects with due regard to the telegraphic lines from time to time used or intended to be used by Her Majesty's Postmaster-General and the currents in such telegraphic lines and shall use every reasonable means in the construction of their electric lines and other works of all descriptions and the working of their undertaking to prevent injurious affection whether by induction or otherwise to such telegraphic lines or the currents therein. If any question arises as to whether the Promoters have constructed their electric lines or other works or work their undertaking in contravention of this sub-section such question shall be determined by arbitration and the Promoters shall be bound to make any alterations in or additions to their system which may be directed by the arbitrator.

(2.) If any telegraphic line of the Postmaster-General is injuriously affected by the construction by the Promoters of their electric lines and works or by the working of the undertaking of the Promoters the Promoters shall pay the expense of all such alterations in the telegraphic lines of the Postmaster-General as may be necessary to remedy such injurious affection.

(3.) (a.) Before any electric line is laid down or any act or work for working the tramways by electricity is done within ten yards of any part of a telegraphic line of the Postmaster-General (other than repairs or the laying of lines crossing the line of the Postmaster-General at right angles at the point of shortest distance and so continuing for a distance of six feet on each side of such point) the Promoters or their agents not more than twenty-eight nor less than fourteen days before commencing the work shall give written notice to the Postmaster-General specifying

A.D. 1898.

Great
Crosby.

the course of the line and the nature of the work including the gauge of any wire and the Promoters and their agents shall conform with such reasonable requirements (either general or special) as may from time to time be made by the Postmaster-General for the purpose of preventing any telegraphic line of the Postmaster-General from being injuriously affected by the said act or work :

(b.) Any difference which arises between the Postmaster-General and the Promoters or their agents with respect to any requirements so made shall be determined by arbitration.

- (4.) In the event of any contravention of or wilful non-compliance with this section by the Promoters or their agents the Promoters shall be liable to a fine not exceeding ten pounds for every day during which such contravention or non-compliance continues or if the telegraphic communication is wilfully interrupted not exceeding fifty pounds for every day on which such interruption continues.
- (5.) Provided that nothing in this section shall subject the Promoters or their agents to a fine under this section if they satisfy the court having cognisance of the case that the immediate doing of the act or execution of the work was required to avoid an accident or otherwise was a work of emergency and that they forthwith served on the postmaster or sub-postmaster of the postal telegraph office nearest to the place where the act or work was done a notice of the execution thereof stating the reason for doing or executing the same without previous notice.
- (6.) For the purposes of this section a telegraphic line of the Postmaster-General shall be deemed to be injuriously affected by an act or work if telegraphic communication by means of such line is whether through induction or otherwise in any manner affected by such act or work or by any use made of such work.
- (7.) For the purposes of this section and subject as therein provided sections 2 8 9 10 11 and 12 of the Telegraph Act 1878 shall be deemed to be incorporated with this Order as if the Promoters were undertakers within the meaning of those sections without prejudice nevertheless to any operation which the other sections of the said Act would have had if this section had not been enacted and in particular nothing in this section shall be deemed to exclude the provisions of section 7 of the Telegraph Act 1878 in relation to the matters mentioned in that section.
- (8.) The expression "electric line" has the same meaning in this section as in the Electric Lighting Act 1882.
- (9.) Any question or difference arising under this section which is directed to be determined by arbitration shall be determined by an arbitrator appointed by the Board of Trade on the application of either party whose decision shall be final and sections 30 to 32 both inclusive of the Regulation of Railways Act 1868 shall apply in like manner as if the Promoters or their agents were a company within the meaning of that Act.

[61 & 62 Vict.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

(10.) Nothing in this section contained shall be held to deprive the Post-
master-General of any existing right to proceed against the Promoters by
indictment action or otherwise in relation to any of the matters
aforesaid. A.D. 1898.
—
Great
Crosby.

(11.) In this section the expression "the Promoters" includes their lessees
and any person owning working or running carriages over the tramways
of the Promoters.

Traffic upon Tramways.

23. The tramways may be used for the purpose of conveying passengers
animals goods minerals and parcels Provided that the Promoters' lessees
shall not be bound to carry unless they think fit any animals goods minerals
or parcels other than passengers' luggage not exceeding twenty-eight pounds
in weight. Traffic upon
tramways.

Rates.

24. The Promoters' lessees may demand and take for every passenger
travelling upon the tramways or any part thereof including every expense
incidental to such conveyance any rates or charges not exceeding one penny
per mile (and for this purpose the fraction of a mile beyond an integral
number of miles shall be deemed a mile) but the Promoters' lessees may
charge for any less distance than two miles any sum not exceeding twopence. Rates for
passengers.

25. The Promoters or any other person working or using the tramways
shall not take or demand on Sunday or any public holiday any higher rates
or charges than those levied by them on ordinary week days. As to fares
on Sundays
or holidays.

26. 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 all such personal luggage
to be carried by hand and at the responsibility of the passenger and not to
occupy any part of a seat nor to be of a form or description to annoy or
inconvenience other passengers. Passengers'
luggage.

27. The Promoters' lessees at all times after the opening of the tramways
or any part or parts thereof for public traffic shall and they are hereby
required to run at least two carriages each way every morning in the week
and every evening in the week (Sundays Christmas Day and Good Friday
always excepted) at such hours not being later than seven in the morning
or earlier than six in the evening respectively as the Promoters think most
convenient for artisans mechanics and daily labourers at rates or charges
not exceeding one halfpenny per mile (the lessees nevertheless not being
required to take any fare less than one penny) Provided that in case of
any complaint made to the Board of Trade as to the hours appointed 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.

A.D. 1898.

*Great
Crosby.*

Rates for
animals goods
&c.

Payment of
rates.

Periodical
revision of
rates.

28. The Promoters' lessees may demand and take in respect of any animals goods minerals or parcels conveyed by them on the tramways or any part thereof including every expense incidental to such conveyance any rates or charges not exceeding the rates and charges specified in the schedule to this Order annexed subject to the regulations in that behalf therein contained.

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

30. If at any time after three years from the opening for public traffic of the tramways or any portion of the tramways or after three years from the date of any order made in pursuance of this section in respect of the tramways or any portion of the tramways it is represented in writing to the Board of Trade by the Promoters or by their lessees or by twenty inhabitant ratepayers of the district that under the circumstances then existing all or any of the rates and charges demanded and taken in respect of the traffic on the tramways or on such portion of the tramways should be revised the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of the Tramways Act 1870 and if such referee report that it has been proved to his satisfaction that all or any of such rates and charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the rates and charges to be demanded and taken in respect of the traffic on the tramways or on such portion of the tramways in such manner as they think fit and thenceforth such order shall be observed until the same is revoked or modified by an order of the Board of Trade made in pursuance of this section Provided always that the rates and charges prescribed by any such order shall not exceed in amount the rates and charges by this Order authorised Provided also that a copy of this section shall be annexed to every table or list of rates published or exhibited by the Promoters or their lessees.

Miscellaneous.

Power to
Promoters to
work tram-
ways.

31. Notwithstanding anything in the Tramways Act 1870 to the contrary the council may place and run carriages on and may work and may demand and take rates and charges in respect of any of the tramways and in respect of the use of such carriages and may provide such stables buildings carriages trucks harness engines machinery apparatus horses steam cable electric and other plant appliances and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by animal or mechanical power and in such case the several provisions in this Order contained relating to the working of the tramways and the taking of rates and charges therefor shall extend and apply mutatis mutandis to and in relation to the council and the council may work such tramways and demand and recover such rates and charges

[61 & 62 Vict.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

accordingly but nothing in this section shall empower the Council to construct any station for generating electric power nor to create or permit a nuisance. A.D. 1898.
Great
Crosby.

32. The regulations authorised by the Tramways Act 1870 to be made by the Promoters of any tramway and their lessees may with respect to any tramways or portions of tramways for the time being belonging to and worked by the council be made by the council alone. Regulations.

33. The Promoters may with the consent of the Board of Trade from time to time but subject to the provisions of this Order enter into and fulfil contracts and agreements with any local authority or person for and in relation to the construction or working of the whole or any part of the tramways or with respect to the receiving or forwarding of any animals goods minerals or parcels and of the fixing collecting and apportionment of rates charges and other receipts and may with the consent and subject as aforesaid confirm any such contracts and agreements which may have been entered into before the confirmation of this Order. Working
agreements.

34. All orders regulations and byelaws made by the Board of Trade under the authority of this Order shall be signed by a secretary or assistant secretary of the Board and when purporting to be so signed the same shall be deemed to be duly made in accordance with the provisions of this Order and to be orders and regulations within the meaning of the Documentary Evidence Acts 1868 and 1882 and may be proved accordingly. Orders &c.
of the Board
of Trade.

35. Any penalty under this Order or under any byelaws or regulations made under this Order may be recovered in manner provided by the Summary Jurisdiction Acts. Recovery of
penalties.

36. The Promoters may include in any mortgage of the local rate made by them under section 20 of the Tramways Act 1870 the moneys coming to them out of the rents reserved under any lease made under the authority of this Order and the rates charges and sums authorised to be taken or received by them under the provisions of this Order. Mortgages to
include rents
and rates.

37. Section 265 (Protection of local authority and their officers from personal liability) of the Public Health Act 1875 is hereby incorporated with this Order and in construing that section for the purposes of this Order the expression "this Act" where used in that section shall mean this Order. Protection
of local
authority.

38. With respect to notices and to the delivery thereof by or to the Promoters the following provisions shall have effect (that is to say):— Form and
delivery of
notices.

- (1.) Every notice shall be in writing and if given by the Promoters shall be signed by their clerk and if given by any company local or road authority by their secretary or clerk ;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
 (No. 1) Act, 1898.

A.D. 1898.
Great Crosby.

(2.) Any notice to be delivered by or to the Promoters to or by any body or company may be delivered by being left at the principal office of such body or company or at the office of the clerk to the council 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 or to the said clerk to the said council.

Provisions as to arbitration.

39. Where under the provisions of the Tramways Act 1870 and this Order any matter of difference is referred to the arbitration of any person nominated by the Board of Trade the provisions of the Arbitration Act 1889 shall apply to every such arbitration and the decision of the arbitrator shall be final and conclusive and binding on all parties and the costs of and incidental to the arbitration and award shall if either party so require be taxed and settled as between the parties by any one of the taxing masters of the High Court and such fees may be taken in respect of the taxation as may be fixed in pursuance of the enactments relating to the fees to be demanded and taken in the offices of such masters and all those enactments including the enactments relating to the taking of fees by means of stamps shall extend to the fees in respect of the said taxation.

Saving for general Acts.

40. Nothing in this Order contained shall exempt the Promoters or any person using the tramways or the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass or come into force during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates and charges authorised by this Order.

SCHEDULE.

RATES AND CHARGES FOR ANIMALS GOODS &c.			Per Mile.
	<i>Animals.</i>		s. d.
For every horse mule or other beast of draught or burden	per head		0 4
For every ox cow bull or head of cattle	- - - "		0 3
For every calf pig sheep or other small animal	- - - "		0 1½
<i>Goods and Minerals.</i>			
For all coal coke culm charcoal cannel limestone chalk lime salt sand fire-clay cinders dung compost and all sorts of manure and all undressed materials for the repair of public roads or high- ways	- - - - -	per ton	0 2

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
 (No. 1) Act, 1898.

	Per Mile.	A.D. 1898.
	s. d.	<u>Great Crosby.</u>
For all iron iron ore pig iron bar iron rod iron sheet iron hoop iron plates of iron slabs billets and rolled iron bricks slag and stone stones for building pitching and paving tiles slates and clay (except fire-clay) and for wrought iron not otherwise specifically classed herein and for heavy iron castings including railway chairs per ton	0 2½	
For all sugar grain corn flour hides dyewoods earthenware timber staves deals and metals (except iron) nails anvils vices and chains and for light iron castings - - - - per ton	0 3	
For cotton and other wools drugs and manufactured goods and all other wares merchandise fish articles matters or things - per ton	0 4	
For every carriage of whatever description - - - - -	1 0	

	Any Distance.
<i>Parcels.</i>	s. d.
For every parcel not exceeding 7 lbs. in weight - - - - -	0 3
For any parcel exceeding 7 lbs. and not exceeding 14 lbs. in weight - - - - -	0 5
For any parcel exceeding 14 lbs. and not exceeding 28 lbs. in weight - - - - -	0 7
For any parcel exceeding 28 lbs. and not exceeding 56 lbs. in weight - - - - -	0 9
For any parcel exceeding 56 lbs. in weight such sum as the person conveying the same may think fit.	

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

	Per Mile.
<i>For the Carriage of Single Articles of Great Weight.</i>	s. d.
For the carriage of any iron boiler cylinder or single piece of machinery or single piece of timber or stone or other single article the weight of which including the carriage exceeds four tons but does not exceed eight tons such sum as the persons conveying the same may think fit not exceeding per ton - - - - -	2 0
For the carriage of any single piece of timber stone machinery or other single article the weight of which with the carriage exceeds eight tons such sum as the persons conveying the same may think fit.	

A.D. 1898.

Regulations as to Rates.

*Great
Crosby.*

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

For a fraction of a ton rates and charges may be demanded and taken according to the number of the quarters of a ton in such fraction and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles except stone and timber the weight shall be determined according to the imperial avoirdupois weight.

With respect to stone and timber fourteen cubic feet of stone forty cubic feet of oak mahogany teak beech or ash and fifty cubic feet of any other timber shall be deemed one ton weight and so in proportion for any smaller quantity.

LIVERPOOL CORPORATION (EXTENSIONS).

Liverpool. Order authorising the Mayor Aldermen and Citizens of the City of Liverpool to construct additional Tramways in the said City.

Short title.

1. This Order may be cited as the Liverpool Corporation Tramways (Extensions) Order 1898.

Incorporation of Acts.

2. The provisions of the Tramways Act 1870 are hereby incorporated with this Order except where the same are inconsistent with or expressly varied by this Order.

Provided that the provisions of section 30 of the Tramways Act 1870 shall apply in relation to any alteration of or interference with any telegraphic line belonging to or used by the Postmaster-General subject to the following condition (that is to say) that all works executed in relation to any lowering or alteration of the Postmaster-General's telegraphic lines or to the provision of telegraphic lines for the use of the Postmaster-General shall if the Postmaster-General so desire be executed by the Postmaster-General or his officers at the expense of the Promoters The expression "telegraphic line" herein has the same meaning as in the Telegraph Act 1878.

Interpretation.

3. The several words terms and expressions to which by the Tramways Act 1870 meanings are assigned have in this Order the same respective meanings provided that in this Order—

The expression "the tramways" and "the undertaking" shall mean respectively the tramways and works and the undertaking by this Order authorised;

The expression "the Order of 1883" shall mean the Liverpool Corporation Tramways (Extensions) Order 1883;

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
 (No. 1) Act, 1898.

The expression "the Act of 1897" shall mean the Liverpool Corporation A.D. 1898.
 Tramways Act 1897; and Liverpool.

The expression "the corporation" shall mean the mayor aldermen and
 citizens of the city of Liverpool in the county of Lancaster acting by
 the council.

4. The corporation shall be the Promoters for the purposes of this Order The Promoters.
 and are in this Order referred to as "the Promoters."

5. The Promoters may construct and maintain subject to the provisions of Construction
of tramways.
 this Order and in accordance with the plans and sections deposited for the
 purposes of this Order at the office of the Board of Trade as the same have
 been amended previous to the passing of the Act confirming this Order
 (which plans and sections so amended as aforesaid are in this Order
 respectively referred to as "the deposited plans" and "the deposited
 sections") the tramways herein-after described with all proper rails plates
 offices weigh-bridges stables carriage-houses warehouses works and con-
 veniences connected therewith or for the purposes thereof Provided that
 nothing in this Order or in any Act wholly or in part incorporated therewith
 shall extend to or authorise any interference with any works of any
 undertakers within the meaning of the Electric Lighting Acts 1882 and 1888
 to which the provisions of section 15 of the former Act apply except in
 accordance with and subject to the provisions of that section.

The tramways authorised by this Order will be situate in the city of
 Liverpool and are :—

In the township of Toxteth Park :—

Tramway No. 1 commencing in Dingle Lane by a junction with the
 existing tramway (authorised by the Liverpool Tramways Act 1868)
 at a point 2 chains south from the south side of Peel Street passing
 into and along Aigburth Road and terminating in Aigburth Road at
 the city boundary at a point 0·1 chain west from the west side of
 Ashfield Road ;

Tramway No. 1 will be laid as a double line except between the points
 herein-after specified where it will be laid as a single line (that is to
 say) :—

In Aigburth Road between a point 4·5 chains west from the west
 side of Sandringham Drive and a point 4·5 chains east from the
 east side of Sandringham Drive ;

In Aigburth Road from a point 1·4 chains west from the
 termination and a point at the termination of the proposed
 tramway ;

Tramway No. 1 will be 1 mile and 8·5 chains in length of which
 7 furlongs 7·7 chains will be double line and 1·4 chains single line ;

Tramway No. 3 commencing in Croxteth Road by a junction with the
 existing tramway (authorised by the Liverpool Corporation Tramways
 (Extension) Order 1881) at a point opposite the east side of Bentley
 Road passing along Croxteth Road and terminating in Croxteth Road
 by a junction with the termination of Tramway No. 2B at a point
 1·6 chains west from the production of the east side of Lodge Lane ;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898.

Liverpool.

Tramway No. 3 will be 1 furlong and 7·4 chains in length and will be double line throughout.

In the townships of West Derby and Toxteth Park :—

Tramway No. 4 commencing by a junction with Tramway No. 6 in Smithdown Lane at a point 0·2 chain west from the west side of Lodge Lane passing into and along Lodge Lane and terminating in Croxteth Road by a junction with the termination of Tramway No. 3 at a point 1·6 chains west from the production of the east side of Lodge Lane ;

Tramway No. 4 will be laid as a single line except between the points herein-after specified where it will be laid as a double line (that is to say) :—

In Lodge Lane between a point 0·5 chain north from the south side of Cedar Grove and a point 0·5 chain south from the south side of Lime Grove ;

In Lodge Lane between a point 2 chains south from the south side of Croxteth Grove and the termination of Tramway No. 4 in Croxteth Road ;

Tramway No. 4 will be 5 furlongs and 2·7 chains in length of which 6·3 chains will be double line and 4 furlongs and 6·4 chains single line.

In the township of West Derby :—

Tramway No. 4A commencing in Lodge Lane by a junction with Tramway No. 4 at a point 2 chains north from the north side of Buttermere Street passing into Smithdown Road and terminating in Smithdown Road by a junction with Tramway No. 6 at a point opposite the east side of Lodge Lane ;

Tramway No. 4A will be 0·7 chain in length and will be double line throughout ;

Provided always that Tramway No. 4A shall not be constructed until the street improvement at the junction of Smithdown Road and Lodge Lane authorised by the Liverpool Order 1897 has been carried out.

In the township of Toxteth Park :—

Tramway No. 5 commencing in Beaumont Street at the termination of the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point opposite the corporation tramway stables passing along Beaumont Street into Lodge Lane and terminating in Lodge Lane by a junction with Tramway No. 4 at a point opposite the north side of Beaumont Street ;

Tramway No. 5 will be 6·7 chains in length and will be single line throughout ;

Tramway No. 5A commencing in Beaumont Street at the entrance gates to the corporation tramway stables and terminating in Beaumont Street by a junction with Tramway No. 5 at a point 0·8 chain east from the commencement of Tramway No. 5 ;

Tramway No. 5A will be 0·6 chain in length and will be single line throughout; A.D. 1898.

Tramway No. 5B commencing in Beaumont Street by a junction with Tramway No. 5 at a point 0·3 chain west from the west side of Lodge Lane turning into Lodge Lane and terminating in Lodge Lane by a junction with Tramway No. 4 at a point 0·3 chain south from the south side of Beaumont Street;

Liverpool.

Tramway No. 5B will be 1 chain in length and will be single line throughout.

In the townships of West Derby Toxteth Park and Wavertree :—

Tramway No. 6 commencing in Smithdown Lane by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) opposite Upper Parliament Street passing along Smithdown Lane and Smithdown Road and terminating in Smithdown Road at a point opposite the west side of the London and North Western Railway Company's bridge at Sefton Park Station;

Tramway No. 6 will be laid as a double line except between the points herein-after specified where it will be laid as a single line (that is to say) :—

In Smithdown Road between a point 0·2 chain east from the east side of Garmoyle Road and the termination of Tramway No. 6;

Tramway No. 6 will be 1 mile 2 furlongs and 4 chains in length of which 1 mile 2 furlongs and 3·2 chains will be double line and 0·8 chain single line.

In the township of West Derby :—

Tramway No. 7 commencing in Lodge Lane by a junction with Tramway No. 4 at a point 0·2 chain south from the south side of Smithdown Road crossing Smithdown Road passing into and along Tunnel Road crossing the existing tramway in Wavertree Road (authorised by the Liverpool Corporation Tramways Order 1879) and terminating in Durning Road at a point 0·4 chain north from the north side of Wavertree Road;

Tramway No. 7 will be laid as a single line except between the points herein-after specified where it will be laid as a double line (that is to say) :—

From its commencement in Lodge Lane to a point in Tunnel Road 0·4 chain north from the north side of Earle Road;

In Tunnel Road between a point 0·9 chain south from the south side of Spekeland Road and a point 1·6 chains north from the north side of Spekeland Road;

In Tunnel Road between a point 0·4 chain south from the south side of Harke Street and a point 0·5 chain north from the north side of Barker Street;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898.
—
Liverpool.

In Tunnel Road between a point 2·5 chains north from the north side of Chandos Street and the termination of Tramway No. 7 in Durning Road;

Tramway No. 7 will be 3 furlongs and 3·1 chains in length of which 1 furlong and 2·1 chains will be double line and 2 furlongs and 1 chain single line;

Tramway No. 7A commencing in Tunnel Road by a junction with Tramway No. 7 at a point opposite the north side of Earle Road passing into Smithdown Lane and terminating in Smithdown Lane by a junction with Tramway No. 6 at a point 0·2 chain west from the west side of Lodge Lane;

Tramway No. 7A will be 1 chain in length and will be double line throughout;

Tramway No. 7B commencing in Tunnel Road at a point opposite the north side of Earle Road passing into Smithdown Road and terminating in Smithdown Road by a junction with Tramway No. 6 at a point 0·5 chain east from the east side of Lodge Lane;

Tramway No. 7B will be 1·4 chains in length and will be double line throughout;

Tramway No. 7C commencing in Tunnel Road by a junction with Tramway No. 7 at a point 0·4 chain south from the south side of Wavertree Road passing into Wavertree Road and terminating in Wavertree Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·2 chain west from the west side of Tunnel Road;

Tramway No. 7C will be 1·3 chains in length and will be double line throughout;

Tramway No. 7D commencing in Wavertree Road by a junction with Tramway No. 7 at a point opposite the east side of Tunnel Road and terminating in Wavertree Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·2 chain west from the east side of Durning Road;

Tramway No. 7D will be 0·8 chain in length and will be double line throughout;

Tramway No. 8 commencing in Durning Road at the termination of Tramway No. 7 at a point 0·4 chain north from the north side of Wavertree Road passing along Durning Road and Holt Road into Kensington and terminating in Kensington by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·1 chain east from the east side of Holt Road;

Tramway No. 8 will be 4 furlongs and 4·1 chains in length and will be double line throughout;

Tramway No. 8A commencing in Durning Road by a junction with Tramway No. 8 at a point 0·6 chain north from the north side of Wavertree Road passing into Wavertree Road and terminating in Wavertree Road by a junction with the existing tramway (authorised

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

- by the Liverpool Corporation Tramways Order 1879) at a point 0·1 chain east from the west side of Tunnel Road; A.D. 1898.
- Tramway No. 8A will be 1·4 chains in length and will be double line throughout; Liverpool.
- Tramway No. 8B commencing in Durning Road by a junction with Tramway No. 8 at a point 0·3 chain north from the north side of Wavertree Road passing into Wavertree Road and terminating in Wavertree Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·1 chain west from the east side of Durning Road;
- Tramway No. 8B will be 0·9 chain in length and will be double line throughout;
- Tramway No. 8C commencing in Holt Road by a junction with Tramway No. 8 at a point 0·1 chain south from the south side of Kensington passing into Kensington and terminating in Kensington by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·1 chain west from the west side of Holt Road;
- Tramway No. 8C will be 0·8 chain in length and will be double line throughout;
- Tramway No. 9 commencing in Kensington by a junction with the existing tramway (authorised by the West Derby Local Board Tramways Order 1878) at a point 0·4 chain west from the west side of Sheil Road passing into and along Sheil Road across West Derby Road into Belmont Road and terminating in Belmont Road by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1882) at a point 0·5 chain north from the north side of West Derby Road;
- Tramway No. 9 will be 5 furlongs and 2·5 chains in length and will be double line throughout;
- Tramway No. 9A commencing in Sheil Road by a junction with Tramway No. 9 at a point 0·4 chain north from the north side of Prescott Road passing into Prescott Road and terminating in Prescott Road by a junction with the existing tramway (authorised by the West Derby Local Board Tramways Order 1878) at a point 0·3 chain east from the east side of Sheil Road;
- Tramway No. 9A will be 1·3 chains in length and will be double line throughout;
- Tramway No. 9B commencing in West Derby Road by a junction with Tramway No. 9 at a point 0·7 chain south from the south side of Rocky Lane passing into Rocky Lane and terminating in Rocky Lane by a junction with the existing tramway (authorised by the West Derby Local Board Tramways Order 1878) at a point 0·7 chain east from the east side of Belmont Road;
- Tramway No. 9B will be 2 chains in length and will be double line throughout;
- Tramway No. 9C commencing in Sheil Road by a junction with Tramway No. 9 at a point 1·2 chains south from the south side of Rocky Lane

A.D. 1898.
—
Liverpool.

passing into West Derby Road and terminating in West Derby Road by a junction with the existing tramway (authorised by the West Derby Local Board Tramways Order 1878) at a point 0·8 chain west from the west side of Belmont Road ;

Tramway No. 9c will be 1·7 chains in length and will be double line throughout ;

Tramway No. 10 commencing in Smithdown Lane by a junction with Tramway No. 6 at a point 2·2 chains south-east from the east side of Chatsworth Street crossing the existing tramway in Smithdown Lane (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) and passing along Smithdown Lane Overbury Street Overton Street turning into Wavertree Road and terminating in Wavertree Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point opposite the west side of Overton Street ;

Tramway No. 10 will be laid as a single line except between the points herein-after specified where it will be laid as a double line (that is to say) :—

In Smithdown Lane between a point 0·4 chain south-east from the east side of Chatsworth Street and a point 0·6 chain south-east from the south-east side of Credworth Street ;

In Smithdown Lane between a point opposite the north-west side of Portwood Street and a point 0·8 chain north-west from the north-west side of Aigburth Street ;

In Smithdown Lane between a point 0·5 chain south-east from the east side of Overbury Street and a point in Overbury Street 0·5 chain south from the south side of Angela Street ;

In Overbury Street between a point opposite the south side of Lissant Street and a point 0·6 chain north from the north side of Squire Street ;

In Overbury Street between a point 0·8 chain south from the south side of Chatham Place and a point in Overton Street 1·3 chains north from the north side of Chatham Place and in Overton Street between a point 0·2 chain south from the south-west side of Wavertree Road and a point at the termination of Tramway No. 10 in Wavertree Road ;

Tramway No. 10 will be 4 furlongs and 4·3 chains in length of which 1 furlong and 6·4 chains will be double line and 2 furlongs and 7·9 chains single line ;

Tramway No. 11 commencing in Wavertree Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·2 chain west from the east side of Holland Place passing into and along Holland Place Towerlands Street and Hall Lane turning into Prescott Street and terminating in Prescott Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point opposite the south-west side of Hall Lane ;

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

Tramway No. 11 will be laid as a double line except between the points herein-after specified where it will be laid as a single line (that is to say) :—

A.D. 1898.
—
Liverpool.

In Towerlands Street between a point 1.1 chains north from the north side of Churchmount and a point 0.1 chain south-east from the south-east side of Edge Lane ;

Tramway No. 11 will be 3 furlongs and 6.5 chains in length of which 3 furlongs and 2.8 chains will be double line and 3.7 chains single line ;

Tramway No. 11A commencing in Hall Lane by a junction with Tramway No. 11 at a point 1 chain south-east from the south-east side of Kensington passing into Kensington and terminating in Kensington by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0.8 chain east from the north-east side of Hall Lane ;

Tramway No. 11A will be 1.8 chains in length and will be double line throughout.

In the parish of Liverpool :—

Tramway No. 12 commencing in Parliament Street at a point in line with the east side of Sefton Street passing along Parliament Street and Upper Parliament Street and terminating in Upper Parliament Street by a junction with the existing tramways (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point opposite the west side of Mulgrave Street ;

Tramway No. 12 will be laid as a double line except between the points herein-after specified where it will be laid as a single line (that is to say) :—

In Parliament Street from its commencement to a point 1 chain eastwards from the east side of Sefton Street ;

Tramway No. 12 will be 7 furlongs and 1.9 chains in length of which 7 furlongs and 0.9 chain will be double line and 1 chain single line ;

Tramway No. 13 commencing in Church Street by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0.7 chain east from the east side of Old Postoffice Place passing along Church Street and Ranelagh Street into Ranelagh Place and terminating in Ranelagh Place by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0.3 chain north from the north side of Brownlow Hill ;

Tramway No. 13 will be 1 furlong and 6 chains in length and will be single line throughout ;

Tramway No. 13A commencing in Ranelagh Street by a junction with Tramway No. 13 at a point 0.4 chain west from the east side of Great Charlotte Street passing along Ranelagh Street and Ranelagh Place into Line Street and terminating in Line Street by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0.6 chain north from the north side of Ranelagh Street ;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898.
—
Liverpool.

- Tramway No. 13A will be 4·3 chains in length and will be single line throughout;
- Tramway No. 14 in substitution for the existing tramway in Parker Street Clayton Square and Elliot Street (authorised by the Liverpool Tramways Act 1868) commencing in Church Street at a point 0·4 chain east from the east side of Old Postoffice Place and on the north side of the existing tramway (authorised by the Liverpool Tramways Act 1868) passing along Church Street Parker Street Clayton Square and Elliot Street into Lime Street and terminating in Lime Street by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0·7 chain south from the south side of Elliot Street;
- Tramway No. 14 will be 1 furlong and 5 chains in length and will be single line throughout;
- Tramway No. 14A in substitution for the existing tramway (authorised by the Liverpool Tramways Act 1868) commencing in Elliot Street by a junction with Tramway No. 14 at a point 0·1 chain east from the east side of Rose Street and on the north-west side of the existing tramway (authorised by the Liverpool Tramways Act 1868) passing into Lime Street and terminating in Lime Street by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0·6 chain north from the south side of Skelhorne Street;
- Tramway No. 14A will be 1·8 chains in length and will be single line throughout;
- Tramway No. 15 commencing in Church Street at its junction with Lord Street opposite the west side of Whitechapel and on the north side of the existing tramway (authorised by the Liverpool Tramways Act 1868) passing along Church Street and terminating in Church Street by a junction with the commencement of Tramway No. 14 at a point 0·4 chain east from the east side of Old Postoffice Place;
- Tramway No. 15 will be 1 furlong and 0·7 chain in length and will be single line throughout forming with the existing line a double line of tramway in Church Street;
- Tramway No. 16 commencing in Lord Street at its junction with Church Street opposite the west side of Whitechapel at the commencement with Tramway No. 15 and on the north side of the existing tramway (authorised by the Liverpool Tramways Act 1868) passing along Lord Street and terminating in Lord Street at its junction with Saint George's Crescent;
- Tramway No. 16 will be 1 furlong and 2 chains in length and will be single line throughout forming with the existing line a double line of tramway in Lord Street;
- Tramway No. 16A commencing in Lord Street by a junction with Tramway No. 16 at a point 0·3 chain west from the west side of North John Street passing into North John Street and terminating in North John Street by a junction with the existing tramway (authorised by

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

the Liverpool Corporation Tramways (Extensions) Order 1883) at a point opposite the north side of Lord Street ;
Tramway No. 16A will be 1 chain in length and will be single line throughout ;

A.D. 1898.

Liverpool.

Tramway No. 17 commencing in Saint George's Crescent at its junction with Lord Street at the termination of Tramway No. 16 and on the east side of the existing tramway (authorised by the Liverpool Tramways Act 1868) passing along Saint George's Crescent and Castle Street and terminating in Castle Street at a point 1·7 chains south from the front entrance to the Town Hall ;

Tramway No. 17 will be 1 furlong and 0·1 chain in length and will be single line throughout forming with the existing line a double line of tramway in Castle Street ;

Tramway No. 18 commencing at George's Pierhead by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 1·5 chains north from the south side of George's Baths passing along George's Pierhead Mann Island across the bridge over the George's Dock passage along James Street and Derby Square into Saint George's Crescent and terminating in Saint George's Crescent by a junction with Tramway No. 17 at a point 1·1 chains east from the east side of Derby Square ;

Tramway No. 18 will be 2 furlongs and 4·2 chains in length and will be single line throughout and on the north side of the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) forming a double line of tramway in George's Pierhead Mann Island James Street and Derby Square ;

Tramway No. 19 in substitution for the existing single line of tramway in Dale Street (authorised by the Liverpool Tramways Act 1868) commencing in Castle Street by a junction with the termination of Tramway No. 17 at a point 1·7 chains south from the front entrance to the Town Hall passing into and along Dale Street and terminating in Dale Street at a point 0·7 chain east from the west side of Moorfields ;

Tramway No. 19 will be laid as a double line except between the points herein-after specified where it will be laid as a single line (that is to say)—

In Castle Street from its commencement to a point 1 chain south from the front entrance to the Town Hall ;

Tramway No. 19 will be 1 furlong and 2 chains in length of which 1 furlong and 1·2 chains will be double line and 0·8 chain single line ;

Tramway No. 19A commencing in Castle Street opposite the front of the Town Hall by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 1·1 chains east from the east side of Exchange Street West and terminating in Castle Street by a junction with Tramway No. 19 at the junction of Castle Street with Dale Street ;

Tramway No. 19A will be 0·9 chain in length and will be single line throughout ;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898.

Liverpool.

Tramway No. 20 in substitution for the existing single line of tramway in Dale Street (authorised by the Liverpool Tramways Act 1868) commencing in Dale Street by a junction with the termination of Tramway No. 19 at a point 0·7 chain east from the west side of Moorfields passing along Dale Street into Old Haymarket and terminating in Old Haymarket by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·4 chain east from the west side of Old Haymarket;

Tramway No. 20 will be 2 furlongs and 2 chains in length and will be double line throughout;

Tramway No. 20A commencing in Dale Street by a junction with Tramway No. 20 at a point 0·6 chain west from the west side of Byrom Street passing into Byrom Street and terminating in Byrom Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·6 chain north from the north side of Dale Street;

Tramway No. 20A will be 1·7 chains in length and will be double line throughout;

Tramway No. 21 commencing in Old Haymarket by a junction with the termination of Tramway No. 20 and a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·4 chain east from the west side of Old Haymarket passing into and along William Brown Street and terminating in William Brown Street at its junction with London Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point opposite the east side of Lime Street;

Tramway No. 21 will be 1 furlong and 5·3 chains in length and will be double line throughout;

Tramway No. 21A commencing in Old Haymarket by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·9 chain south from the south side of William Brown Street passing into William Brown Street and terminating in William Brown Street by a junction with Tramway No. 21 at a point 0·8 chain east from the east side of Old Haymarket;

Tramway No. 21A will be 3 chains in length and will be double line throughout;

Tramway No. 22 commencing in Dale Street by a junction with Tramway No. 20 at a point 0·4 chain south-west from the south-west side of Sir Thomas Street passing along Sir Thomas Street crossing the existing tramway in Victoria Street (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) turning into Whitechapel and terminating in Whitechapel by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1870) at a point 0·5 chain north-east from the north-east side of Sir Thomas Street;

[61 & 62 Vict.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

Tramway No. 22 will be 1 furlong and 3·6 chains in length and will be double line throughout; A.D. 1898.

Liverpool.

Tramway No. 22A commencing in Dale Street by a junction with Tramway No. 20 at a point 0·4 chain north-east from the north-east side of Sir Thomas Street passing into Sir Thomas Street and terminating in Sir Thomas Street by a junction with Tramway No. 22 at a point 0·2 chain south-east from the south-east side of Dale Street;

Tramway No. 22A will be 1·2 chains in length and will be double line throughout;

Tramway No. 22B commencing in Sir Thomas Street by a junction with Tramway No. 22 at a point 0·4 chain north-west from the north-west side of Whitechapel turning into Whitechapel and terminating in Whitechapel by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1870) at a point 0·3 chain south-west from the south-west side of Sir Thomas Street;

Tramway No. 22B will be 1·6 chains in length and will be double line throughout;

Tramway No. 23 commencing in Old Haymarket by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point opposite the south side of Manchester Street and on the west side of the existing tramway (authorised by the Liverpool Tramways Act 1870) passing along Whitechapel and terminating in Whitechapel at a point 0·1 chain north from the north side of Church Street;

Tramway No. 23 will be 1 furlong and 9·5 chains in length and will be single line throughout forming with the existing line a double line of tramway in Whitechapel;

Provided always that the portion of Tramway No. 23 between a point 0·6 chain north from the north side of Leigh Street and a point 0·8 chain north from the north side of Church Street, shall not be constructed unless and until the roadway of Whitechapel has been widened so as to admit of a space of not less than 9 feet 6 inches being left between the outside of the footpath on either side of the road and the nearest rail of the tramway;

Tramway No. 24 commencing in Whitechapel at the termination of Tramway No. 23 and by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1870) at a point 0·1 chain north from the north side of Church Street passing along Whitechapel crossing the existing tramway (authorised by the Liverpool Tramways Act 1868) between Lord Street and Church Street passing into and along Paradise Street turning into Park Lane and terminating in Park Lane by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·3 chain west from the production of the east side of Paradise Street;

A.D. 1898.

Liverpool.

Tramway No. 24 will be 2 furlongs and 7·6 chains in length and will be double line throughout ;

Tramway No. 24A commencing in Whitechapel by a junction with Tramway No. 24 at a point opposite the north side of Church Street passing into Church Street and terminating in Church Street by a junction with Tramway No. 15 and the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0·4 chain east from the east side of Whitechapel ;

Tramway No. 24A will be 1·2 chains in length and will be double line throughout ;

Tramway No. 24B commencing in Lord Street by junctions with Tramway No. 16 and the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0·3 chain west from the west side of Paradise Street passing into Paradise Street and terminating in Paradise Street by a junction with Tramway No. 24 at a point 0·3 chain south from the south side of Lord Street ;

Tramway No. 24B will be 1·1 chains in length and will be double line throughout ;

Tramway No. 24C commencing in Paradise Street by a junction with Tramway No. 24 at a point 1 chain north from the north-east side of Park Lane passing into Park Lane and terminating in Park Lane by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 1·1 chains north-west from the west side of Paradise Street ;

Tramway No. 24C will be 1·5 chains in length and will be double line throughout.

In the parish of Liverpool and township of Kirkdale :—

Tramway No. 25 commencing in Tithebarn Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·4 chain south-west from the south-west side of Pall Mall passing into and along Pall Mall and under the Lancashire and Yorkshire Railway Company's bridges in Chadwick Street along Great Howard Street and under the Lancashire and Yorkshire Railway Company's bridge in Great Howard Street and along Victoria Road into Derby Road and terminating in Derby Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·5 chain north from the north side of Sandhills Lane ;

Tramway No. 25 will be 1 mile 5 furlongs and 0·2 chain in length and will be double line throughout.

In the parish of Liverpool :—

Tramway No. 25A commencing in Pall Mall by a junction with Tramway No. 25 at a point 0·3 chain north-west from the north-west side of Tithebarn Street passing into Tithebarn Street and terminating in Tithebarn Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·3 chain north-east from the north-east side of Pall Mall ;

[61 & 62 Vict.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

Tramway No. 25A will be 1·2 chains in length and will be double line throughout. A.D. 1898.
Liverpool.

In the township of Kirkdale :—

Tramway No. 25B commencing in Victoria Road by a junction with Tramway No. 25 at a point 0·3 chain south from the south side of Sandhills Lane passing into Sandhills Lane and terminating in Sandhills Lane by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·3 chain east from the east side of Derby Road ;

Tramway No. 25B will be 1·5 chains in length and will be double line throughout.

In the parish of Liverpool :—

Tramway No. 26 commencing in Pall Mall by a junction with Tramway No. 25 at a point 0·9 chain south from the south side of Chadwick Street passing along Love Lane Burlington Street and over the canal bridge belonging to the Leeds and Liverpool Canal Company and terminating in Burlington Street at the junction of the existing tramways (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·3 chain east from the west side of Vauxhall Road ;

Tramway No. 26 will be laid as a double line except between the points herein-after specified where it will be laid as a single line (that is to say)—

In Burlington Street where it passes over the canal bridge belonging to the Leeds and Liverpool Canal Company from a point 2·3 chains east from the east side of Java Street and a point 4·3 chains west from the west side of Vauxhall Road ;

Tramway No. 26 will be 2 furlongs and 6·8 chains in length of which 2 furlongs and 5·2 chains will be double line and 1·6 chains single line ;

Tramway No. 27 commencing in Burlington Street by a junction with the termination of Tramway No. 26 and the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·3 chain east from the west side of Vauxhall Road passing along Burlington Street into Scotland Road and terminating in Scotland Road by a junction with the existing tramway in that road at a point 0·5 chain north from the north side of Burlington Street ;

Tramway No. 27 will be laid as a single line except between the points herein-after specified where it will be laid as a double line (that is to say) :—

In Burlington Street from its commencement in Vauxhall Road to opposite the west side of Limekiln Lane ;

Tramway No. 27 will be 2 furlongs and 7·2 chains in length of which 1 furlong and 8·8 chains will be double line and 1 furlong 0·4 chain single line.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898.

Liverpool.

In the parish of Liverpool and township of West Derby :—

Tramway No. 29 commencing in Moss Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·2 chain south from the south side of Islington Square passing into and along Islington Square Brunswick Road into West Derby Road and terminating in West Derby Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways Order 1879) at a point 0·4 chain north-east from the south-west side of Radcliffe Street ;

Tramway No. 29 will be 2 furlongs and 1·7 chains in length and will be single line throughout.

In the townships of Everton and Kirkdale :—

Tramway No. 30 commencing in St. Domingo Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·8 chain south from the south side of Grecian Terrace passing along St. Domingo Road and Kirkdale Vale into Walton Road and terminating in Walton Road by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0·4 chain north from the north side of Royal Street ;

Tramway No. 30 will be 3 furlongs and 9·7 chains in length and will be double line throughout.

In the township of Kirkdale :—

Tramway No. 30A commencing in Kirkdale Vale by a junction with Tramway No. 30 at a point 0·8 chain south from the south side of Royal Street passing into Walton Road and terminating in Walton Road by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 1 chain south-west from the south side of Royal Street ;

Tramway No. 30A will be 1·4 chains in length and will be double line throughout.

In the townships of Everton and Kirkdale :—

Tramway No. 31 commencing in Oakfield Road by a junction with the existing tramway (authorised by the Liverpool and Walton-on-the-Hill Tramways Order 1894) at a point 0·5 chain south-east from the south-east side of Skerries Road passing into and along Walton Breck Road crossing the existing tramway in Robson Street (authorised by the Liverpool and Walton-on-the-Hill Tramways Order 1894) continuing along Everton Valley crossing the existing tramway (authorised by the Liverpool Tramways Act 1868) in Walton Road and continuing along Morley Street and Foley Street into Smith Street and terminating in Smith Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1891) at a point 0·1 chain east from the west side of Foley Street ;

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

Tramway No. 31 will be laid as a single line except between the points herein-after specified where it will be laid as a double line (that is to say) :—

A.D. 1898.
—
Liverpool.

In Walton Breck Road from the commencement of Tramway No. 31 to a point 0·5 chain south-east from the south-east side of Kemlyn Road ;

In Walton Breck Road from a point 1·7 chains south-east from the east side of Lake Street to a point 0·2 chain south-east from the east side of Tinsley Street ;

In Walton Breck Road from a point 0·1 chain east from the west side of Bagnall Street to a point opposite the east side of Burnand Street ;

In Walton Breck Road from a point 0·9 chain east from the south-east side of Blessington Road to a point 0·9 chain west from the west side of Beacon Lane ;

In Walton Breck Road from a point 1 chain west from the west side of Sherlock Street to a point in Everton Valley 1·4 chains south-west from the south-west side of Royal Street ;

In Everton Valley from a point 0·5 chain east from the west side of Kirkdale Vale to a point 2·5 chains west from the west side of Kirkdale Vale ;

In Everton Valley from a point 2·7 chains east from the east side of Netherfield Road North to the termination of Tramway No. 31 ;

Tramway No. 31 will be 6 furlongs and 6·3 chains in length of which 2 furlongs and 9·8 chains will be double line and 3 furlongs and 6·5 chains single line :

Provided that the road between the rails of Tramway No. 31 where the same passes in front of the Presbyterian Church in Everton Valley shall be laid with wood or other silent material.

In the township of Everton :—

Tramway No. 31A commencing in Walton Breck Road by a junction with Tramway No. 31 at a point 0·2 chain east from the east side of Blessington Road passing into Robson Street and terminating in Robson Street by a junction with the existing tramway (authorised by the Liverpool and Walton-on-the-Hill Tramways Order 1894) at a point 0·7 chain south from the south side of Walton Breck Road ;

Tramway No. 31A will be 1·4 chains in length and will be double line throughout ;

Tramway No. 31B commencing in Walton Breck Road by a junction with Tramway No. 31 at a point 0·2 chain west from the west side of Beacon Lane passing into Robson Street and terminating in Robson Street by a junction with the existing tramway (authorised by the Liverpool and Walton-on-the-Hill Tramways Order 1894) at a point 0·3 chain south from the south side of Walton Breck Road ;

Tramway No. 31B will be 1 chain in length and will be double line throughout.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898. In the townships of Everton and Kirkdale :—

Liverpool.

Tramway No. 31C commencing in Everton Valley by a junction with Tramway No. 31 at a point 0·3 chain east from the east side of Netherfield Road North passing into Kirkdale Road and terminating in Kirkdale Road by a junction with the existing tramway (authorised by the Liverpool Tramways Act 1868) at a point 0·4 chain north-east from the production of the south-east side of Everton Valley ;

Tramway No. 31C will be 1·3 chains in length and will be double line throughout.

In the township of Kirkdale :—

Tramway No. 31D commencing in Foley Street by a junction with Tramway No. 31 at a point 0·4 chain south-east from the south-east side of Smith Street passing into Westminster Road and terminating in Westminster Road by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 0·2 chain south-west from the south side of Bousfield Street ;

Tramway No. 31D will be 1·5 chains in length and will be double line throughout ;

Tramway No. 31E commencing in Foley Street by a junction with Tramway No. 31 at a point 0·1 chain south-east from the south-east side of Smith Street passing into Smith Street and terminating in Smith Street by a junction with the existing tramway (authorised by the Liverpool Corporation Tramways (Extension) Order 1881) at a point 2·1 chains south-west from the south side of Bousfield Street ;

Tramway No. 31E will be 0·9 chain in length and will be double line throughout.

Corporation to provide signals at level crossing.

6. The Corporation shall adopt and maintain such signalling and other apparatus at the crossing of the goods railway of the Cheshire Lines Committee by Tramway No. 25 as the Board of Trade may think necessary for public safety.

For the protection of the London and North Western Railway Company.

7. For the protection of the London and North Western Railway Company (herein-after referred to as "the North Western Company") the following provisions shall apply and have effect :—

(1) No additional crossing passing place siding or turnout shall under this Order be made in connection with so much of Tramway No. 7 as will extend over the distance in front of the entrance to the North Western Company's Edge Hill Station and as will extend for a distance of ten yards from each end of such distance and in working the said Tramway No. 7 by this Order authorised no tramcar or other vehicle used thereon shall without the consent in writing of the North Western Company under their common seal be stopped or permitted to be stopped within such distance and lengths except for and only for so long as may be absolutely necessary for the purposes of setting down and taking up passengers ;

(2) The Corporation shall not in any way vary alter or interfere with the structure of any tunnel or bridge carrying any road over any railway of

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

the North Western Company and they shall so construct and maintain the tramways over such tunnel or bridge as not injuriously to affect the same ;

A.D. 1898.
Liverpool.

- (3) In the event of any injury being caused to any such tunnel or bridge by the construction maintenance repairing user or removal of any of the tramways the North Western Company may at the expense of the Corporation restore such tunnel or bridge or the part or parts thereof which may be injured to as good a state and condition as they were in before such injury was occasioned and the Corporation shall indemnify the North Western Company against all sums costs and expenses which they may pay or be put to in repairing and maintaining so much of the road over such tunnel or bridge as the Corporation are liable to maintain and repair under section 28 of the Tramways Act 1870 and the North Western Company may recover from the Corporation all such sums costs and expenses with full costs and charges by all and the same means as any simple contract debt of like amount may be recovered ;
- (4) Whenever and so often as the North Western Company shall require to widen lengthen strengthen reconstruct alter or repair any such tunnel or bridge or to widen or alter their railways or to lift or support any such tunnel or bridge owing to the subsidence thereof caused by the minerals thereunder having been or being worked or gotten and they shall find it necessary for effecting any of such purposes that the working and use of any of the tramways over such tunnel or bridge should be wholly or partly stopped or delayed or that such tramways should be temporarily diverted or wholly or in part taken up or removed and shall except in cases of emergency give to the Corporation seven clear days' notice in writing requiring such stoppage delay or diversion taking up or removal the working and user of such tramways shall be stopped or delayed or such tramways shall be diverted or taken up or removed accordingly at the expense of the Corporation and under the superintendence of their engineer if such engineer shall give such superintendence but only for so long as the North Western Company may find it to be absolutely necessary for effecting such purpose and without their being liable for any compensation claims demands charges costs and expenses for or in respect of such stoppage or delay or in any way relating thereto ;
- (5) In case the principal engineer of the North Western Company shall be of opinion that any such strengthening is desirable or necessary owing to the carriages or other vehicles on any of the tramways being or being intended to be moved by steam electrical or any mechanical power such strengthening shall be effected in all things at the expense of the Corporation who shall also pay to the North Western Company all additional expense which they may incur or be put to in effecting any such widening lengthening strengthening reconstruction alterations repairs lifting or supporting by reason of the existence of the tramways so passing or any of the works connected therewith the amount of such expenditure to be recoverable as aforesaid by the North Western

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898.

Liverpool.

Company from the Corporation with full costs and charges by all and the same means as any simple contract debt of like amount may be recovered ;

(6) All works which may be necessary in constructing and maintaining any of the tramways over any bridge works or property of the North Western Company shall be constructed and maintained in all things at the expense of the Corporation and to the reasonable satisfaction of the principal engineer of the North Western Company or in case of difference of an engineer to be appointed by the Board of Trade on the application of the North Western Company or the Corporation.

For the pro-
tection of the
Mersey Rail-
way Company.

8. In making and maintaining the tramways or in laying making and maintaining any wires tubes pipes mains cables and openings under the surface of any street or place where the same passes over the railway and tunnel of the Mersey Railway Company the following provisions shall unless otherwise agreed be in force and have effect and be binding upon the Corporation :—

(1) The Corporation shall not in any way alter or interfere with the premises and property of the Mersey Railway Company or the structure of such railway and tunnel and they shall so construct lay use and maintain such tramways wires tubes pipes mains cables and apparatus over such railway and tunnel as not injuriously to affect the same ;

(2) In the event of any injury being caused to such railway or tunnel by the construction maintenance laying repairing user or removal of such tramways wires tubes pipes mains cables and apparatus the Mersey Railway Company may at the expense of the Corporation restore such railway or tunnel or the part or parts thereof which may be so injured to as good a state and condition as they were in before such injury was occasioned ;

(3) All works which may be necessary in constructing laying and maintaining any of the said tramways wires tubes pipes mains cables or apparatus over the railway and tunnel of the Mersey Railway Company shall be constructed and maintained in all things at the expense of the Corporation and to the reasonable satisfaction of the engineer of the Mersey Railway Company or in case of difference of an engineer to be appointed by the Board of Trade on the application of the Mersey Railway Company or the Corporation.

For the pro-
tection of the
Leeds and
Liverpool
Canal Com-
pany.

9. For the protection and benefit of the Leeds and Liverpool Canal Company (herein-after called "the Canal Company") the following provisions shall apply namely :—

(1) The Corporation shall not under any circumstances decrease the height of the arch of the bridge by which Burlington Street is carried over the canal and towing path of the Canal Company or diminish the waterway under such archway ;

(2) The Corporation shall not under any circumstances decrease the height of the arch of the bridge by which Great Howard Street is

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
(No. 1) Act, 1898.

carried over the entrance from the said canal to the Stanley Dock or diminish the waterway under such archway and shall not in any way interfere with the existing access to and from such dock ;

A.D. 1898.

Liverpool.

- (3) The Corporation shall make good all damage that may be occasioned to the canal towing path works or property of the Canal Company by or during the execution of the works or the making and use of the said tramways either by non-compliance with the foregoing provisions of this section or otherwise.

Provided that :—

(a) In every case of pressing necessity ; and

(b) In every other case if for seven days after notice in writing thereof given to the Corporation by the Canal Company the Corporation neglect to proceed with due diligence to make good any such damage ; the Canal Company may if they think fit make good such damage and the amount expended by them in so doing shall be repaid to them by the Corporation ;

- (4) If and whenever any damages or other sums payable by the Corporation to the Canal Company or any such owner as aforesaid by virtue of this section are not paid on demand made on the Corporation the same may be recovered by the Canal Company or such owner from the Corporation with full costs in any court of competent jurisdiction ;

- (5) All questions and differences which may at any time arise between the Corporation and the Canal Company as to the construction or effect of this section or the performance observance non-performance or non-observance of any of the provisions thereof or any matters connected therewith or consequent thereon shall be determined by arbitration before an arbitrator to be appointed by the Corporation and the Canal Company or (if for fourteen days after the question of difference arises the Corporation and the Canal Company do not agree upon an arbitrator) by the Board of Trade upon the application in writing of both or either of the parties and the decision of every such arbitrator (by whomsoever appointed) shall be binding and conclusive upon both the parties in difference and the costs of such arbitration shall be borne in such manner as such arbitrator may in his discretion think fit.

10. The following provisions of the Order of 1883 (that is to say) sections 8 to 15 22 to 25 27 to 39 47 and 48 and the Schedule B to the said Order annexed shall so far as the same are applicable extend and apply to the tramways and undertaking by this Order authorised in like manner in every respect as if the tramways and undertaking by this Order authorised formed part of the tramways and undertaking authorised by the Order of 1883 and for the purpose of such application the expressions " the tramways " and " the undertaking " in the said provisions shall be construed to include the tramways and the undertaking as defined by this Order and section 38 of the Order of 1883 shall be construed as though the Arbitration Act 1889 were therein referred to in lieu of the Common Law Procedure Act 1854.

Extending to this Order certain provisions of Order of 1883.

A.D. 1898.

Liverpool.

Extending to this Order certain provisions of Act of 1897.

Mechanical power works to be subject to s. 30 of Tramways Act 1870.

Application of provisions of Act of 1897 as to borrowing.

Audit.

11. The provisions of sections 19 22 23 and 24 and of Parts II. and III. of the Act of 1897 shall so far as applicable extend and apply to the tramways by this Order authorised.

12. All works to be executed by the Corporation in any street or road for working the tramways by mechanical power in pursuance of the powers of this Order shall be deemed to be works of a tramway subject in all respects to the provisions of section thirty of the Tramways Act 1870 as if they had been therein expressly mentioned.

13. The tramways and works by this Order authorised shall be deemed to be "for the extension and improvement of the undertaking" for which the Corporation are by section 39 of the Act of 1897 authorised to borrow money.

14. The accounts of the receipts and expenditure of the Corporation with respect to the tramways and their tramway undertaking shall be audited in like manner as the "city fund" is audited.

WATERLOO-WITH-SEAFORTH.

Waterloo-with-Seaforth.

Order authorising the Urban District Council of Waterloo-with-Seaforth to construct Tramways in their District.

Preliminary.

Short title.

1. This Order may be cited as the Waterloo-with-Seaforth Tramways Order 1898.

Incorporation of Acts.

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

Interpretation.

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

Provided that in this Order—

The expressions "the tramways" and "the undertaking" shall mean respectively the tramways and works and the undertaking by this Order authorised ;

The expression "the district" shall mean the urban district of Waterloo-with-Seaforth ;

The expression "the council" shall mean the urban district council of Waterloo-with-Seaforth ;

The expression "mechanical power" includes steam electric and every other motive power not being animal power ;

The expression "engine" includes motor.

The Promoters.

4. The council shall be the Promoters for the purposes of this Order and are in this Order referred to as "the Promoters."

5. The Promoters may—

(a) subject to the sanction of the Local Government Board and under such conditions as they may prescribe from time to time appropriate and use for the purposes of this Order but subject to the provisions (if any) under which such lands were respectively acquired any lands from time to time vested in them being part of their corporate estates;

(b) by agreement from time to time purchase and acquire for the purposes of the undertaking such lands as they may require and may from time to time sell let or dispose of any such lands which may not be necessary for such purposes Provided that all sums received by the Promoters from the sale of such lands or from fines or premiums on leases of the same shall be applied solely in repayment of outstanding loans and that such moneys shall not be applied to the payment of instalments or to payments into the sinking fund except to such extent and upon such terms as may be approved by the Local Government Board;

(c) erect or construct on any such lands any offices sheds stables workshops stores waiting rooms or other buildings yards works and conveniences for the purposes of the undertaking:

Provided that they shall not at any time hold for such purposes more than five acres of land Provided always that nothing in this Order shall exonerate the Promoters from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon lands appropriated or taken under the powers of this section.

Construction of Tramways.

6. The Promoters may construct and maintain subject to the provisions of this Order and in accordance with the plans and sections deposited at the office of the Board of Trade for the purposes of this Order (which plans and sections are in this Order referred to respectively as "the deposited plans" and "the deposited sections") the tramways herein-after described with all proper rails plates sleepers channels junctions turntables turnouts crossings passing places offices stables carriage engine boiler and dynamo houses sheds buildings works and conveniences connected therewith or for the purposes thereof Provided that nothing in this Order or in any Act wholly or in part incorporated therewith shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electric Lighting Acts 1882 and 1888 to which the provisions of section 15 of the former Act apply except in accordance with and subject to the provisions of that section.

Construction
of tramways.

The tramways authorised by this Order will be wholly situated within the district and are as follows (that is to say):—

Tramway No. 1 (4 furlongs 4·3 chains in length whereof 3 furlongs 7·5 chains are single line and 6·8 chains are double line) situate in Crosby Road North commencing at the boundary of the district opposite to College Road and terminating at a point 0·2 chain north of Bramhall Road.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898.

*Waterloo-
with-
Seaforth.*

This tramway shall be laid as single line except at the following places where it shall be laid as double line namely—

- (a.) Between the points respectively 0·3 chain north and 1 chain south of St. John's Road.
- (b.) From a point 1·4 chains north of Haigh Road to a point 0·8 chain south of South Road.
- (c.) Between the points respectively 0·4 chain north and 0·4 chain south of Hougoumont Avenue.

Tramway No. 2 (6 furlongs 1·1 chains in length whereof 5 furlongs 1·1 chains are single line and 1 furlong is double line) commencing in Crosby Road North by a junction with Tramway No. 1 at the termination thereof passing along Crosby Road North and Crosby Road South and terminating in Crosby Road South at a point 0·4 chain north of Church Road.

This tramway shall be laid as single line except in the following places where it shall be laid as double line namely :—

- (a.) From a point 0·2 chain north of Bramhall Road to a point 0·7 chain south of Great George's Road.
- (b.) Between the points respectively 0·5 chain north and 0·6 chain south of Victoria Road.
- (c.) Between the points respectively 0·2 chain and 2 chains south of Durham Road.
- (d.) Between the points respectively 0·5 chain north and 0·7 chain south of Claremont Road.
- (e.) Between the points respectively 0·6 chain north and 0·7 chain south of Lathom Avenue.

Tramway No. 3 (2 furlongs 7·9 chains in length whereof 2 furlongs 2·5 chains are single line and 5·4 chains are double line) situate in Crosby Road South commencing by a junction with Tramway No. 2 at the termination thereof and terminating at the boundary of the district.

This tramway shall be laid as single line except at the following places where it shall be laid as double line namely :—

- (a.) Between the points respectively 0·4 chain north and 0·9 chain south of Church Road.
- (b.) Between the points respectively 0·5 chain north and 0·5 chain south of Henley Street.
- (c.) Between the points respectively 1·6 chains north and 0·3 chains south of Fort Road.

Gauge.

7. The tramways shall be constructed on a gauge of 4 feet 8½ inches or such other gauge as may from time to time be determined by the Board of Trade with the assent of the council Provided that in the event of the tramways being constructed on a less gauge than 4 feet 8½ inches so much of section 34 of the Tramways Act 1870 as limits the extent of the carriages used on any tramways beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the tramways but in the like event

A.D. 1898.

*Waterloo-
with-
Seaforth.*

no engine or carriage used on the tramways shall exceed 6 feet in width or such other width as may from time to time be prescribed by the Board of Trade.

8. For the protection of the Lancashire and Yorkshire Railway Company (in this section called "the Company") the following provisions shall unless otherwise agreed between the Promoters and the Company be observed and have effect (that is to say):—

For the protection of the Lancashire and Yorkshire Railway Company.

- (1.) Where Tramway No. 2 by this Order authorised is laid along the portion of Crosby Road which is carried by means of a bridge over the Liverpool Crosby and Southport Railway of the Company the Promoters shall so construct and maintain the same as not to alter or interfere with the structure of the said bridge or of the approaches thereto unless such alteration or interference be necessary for the construction or maintenance of such tramway.
- (2.) In the event of any such alteration or interference the Promoters shall together with the notice required in such cases by section 26 of the Tramways Act 1870 submit to the Company a plan showing the proposed work as affecting the said bridge and a statement of the materials intended to be used therein and the Promoters shall so construct and maintain the tramway as not to injuriously affect the stability of the said bridge or the approaches thereto.
- (3.) In the event of any injury being caused to the said bridge or the approaches thereto by the construction laying maintenance repairing user or removal of the said tramway the Company may at the expense of the Promoters forthwith in cases of emergency and in other cases after giving fourteen clear days' notice in writing of their intention so to do restore such bridge and approaches or the part or parts thereof which may be so injured to as good a state and condition as they were in before such injury was occasioned.
- (4.) All works which may be necessary in constructing laying and maintaining Tramway No. 2 over the said bridge and the approaches thereto shall be constructed and maintained in all things at the expense of the Promoters and to the reasonable satisfaction of the engineer of the Company.
- (5.) In case it shall become necessary in consequence of the existence or user of the said tramway to strengthen the fabric of the said bridge the Company may after giving to the Promoters fourteen clear days' notice thereof execute such works as may be necessary but in all things at the expense of the Promoters and the Company may recover from the Promoters all moneys expended by them in the execution of such works as aforesaid by all and the same means as any simple contract debt of like amount is recoverable.
- (6.) If it shall become necessary for effecting such strengthening that the working and use of any portion of the said tramway shall be wholly or in part stopped or delayed and the Company shall give the Promoters fourteen clear days' notice requiring such stoppage or delay the working

A.D. 1898.

*Waterloo-
with-
Seaforth.*

or user of such portion of the said tramway shall be stopped or delayed accordingly but only for so long as may be necessary for effecting such strengthening and the Company shall not be liable for any compensation claim demand damages costs or expenses for or in respect of such stoppage or delay.

(7.) In constructing and maintaining any pipes and excavations under the said tramway in order to lay use or maintain wire ropes or cables or any similar apparatus as a motive power for the carriages running on such tramway or in laying using or maintaining any such wire ropes cables or apparatus where the said tramway crosses the said bridge the following provisions shall be in force and have effect and be binding upon the Promoters and their assigns:—

(a.) The Promoters shall not (except with the consent in writing of the Company) in any way alter or interfere with the structure of the said bridge or of the approaches thereto and they shall so construct lay and maintain such pipes excavations ropes cables and apparatus over the said bridge and the approaches thereto as not injuriously to affect the same.

(b.) In the event of any injury being caused to the said bridge or approaches by the construction maintenance laying repairing user or removal of such pipes excavations ropes cables and apparatus the Company may at the expense of the Promoters forthwith in cases of emergency and in other cases after giving fourteen clear days' notice of their intention so to do restore such bridge or approaches or the part or parts thereof which may be so injured to as good a state and condition as they were in before such injury was occasioned.

(c.) All works which may be necessary in constructing laying and maintaining any of the said pipes excavations ropes cables or apparatus over the said bridge shall be constructed and maintained in all things at the expense of the Promoters and to the reasonable satisfaction of the principal engineer of the Company.

(8.) Whenever and so often as the Company shall require to widen lengthen strengthen reconstruct alter or repair the said bridge or approaches or to widen or alter their railway or to lift up or support the said bridge or approaches owing to the subsidence thereof caused by the minerals thereunder having been or being worked or gotten and it shall be necessary for effecting any of such purposes that the working and user of the said tramway over the said bridge or approaches shall be wholly or partly stopped or delayed or that the said tramway or any of the works connected therewith shall be wholly or in part temporarily diverted taken up or removed and shall except in cases of emergency give to the Promoters fourteen clear days' notice requiring such stoppage delay or diversion taking up or removal the working or user of the said tramway shall be stopped or delayed or the said tramway shall be diverted or taken up or removed accordingly by and at the expense of the Promoters and under the superintendence of the engineer of the

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
 (No. 1) Act, 1898.

Company (if such engineer shall give such superintendence) but only for so long as it shall be absolutely necessary for effecting such purpose and the Company shall not be liable for any compensation claims demands damages costs and expenses for or in respect of such stoppage or delay or in any way relating thereto In cases of emergency or (in other cases) if the Promoters make default after such notice in diverting taking up or removing the said tramway the Company may effect such diversion taking up or removal at the expense of the Promoters.

A.D. 1898.
 —
*Waterloo-
 with-
 Seaforth.*

(9.) If any difference shall arise under this section between the Promoters and the Company touching anything to be done or omitted to be done or not to be done or the reasonableness of any requirements or of any charges or in any manner in connection with this section the matter in difference shall unless otherwise agreed be determined by the Board of Trade whose decision shall be final.

9. In addition to the requirements of section 26 of the Tramways Act 1870 the Promoters shall before they proceed to open or break up any road for the purpose of constructing laying down maintaining or renewing any of the tramways lay before the Board of Trade a plan showing the proposed mode of constructing laying down maintaining or renewing such tramways and a statement of the materials intended to be used therein and the Promoters shall not commence the construction laying down maintenance or renewal of any of the tramways or part of any of the tramways respectively except for the purpose of necessary repairs until such plan and statement have been approved by the Board of Trade and after such approval the works shall be executed in accordance in all respects with such plan and statement.

Further provisions as to construction of tramways.

10. The rails of the tramway shall be such as the Board of Trade may approve.

Rails of tramways.

11. The Promoters shall at all times maintain and keep in good condition and repair and so as not to be a danger or annoyance to the ordinary traffic the rails of the tramways and the substructure upon which the same rest and if the Promoters at any time fail to comply with this provision or with the provisions of section 28 of the Tramways Act 1870 they shall be subject to a penalty not exceeding five pounds for every day on which such non-compliance continues In case it is represented in writing to the Board of Trade by twenty inhabitant ratepayers of the district that the Promoters have made default in complying with the provisions in this section contained or with any of the requirements of section 28 of the Tramways Act 1870 the Board of Trade may if they think fit direct an inspection by an officer to be appointed by the said Board and if such officer report that the default mentioned in such representation has been proved to his satisfaction then and in every such case a copy of such report certified by a secretary or an assistant secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Promoters to such penalty or penalties in respect thereof as is or are by this section imposed.

Penalty for not maintaining rails and roads in good condition.

A.D. 1898.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

*Waterloo-
with-
Seaforth.*

Tramways to be kept on level of surface of road.

Alteration of tramways.

Power to make additional crossings &c.

Temporary tramways.

Application of road materials excavated in construction of works.

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

13. The Promoters may with the consent of the Board of Trade lay down double lines in lieu of single or single lines in lieu of double or interlacing lines in lieu of double or single lines on any of the tramways authorised by or constructed under this Order and may with the like consent alter the position in the road of any of such tramways or any part thereof respectively Provided that in the exercise of the powers of this section no rail shall be so laid that a less space than nine feet six inches shall intervene between it and the outside of the footpath on either side of the road if one-third of the owners or one-third of the occupiers of the premises abutting on the place where such less space shall intervene shall by writing under their hands addressed and delivered to the Promoters within three weeks after receiving from the Promoters notice of their intention express their objection thereto.

14. The Promoters may subject to the provisions of this Order make maintain alter and remove such crossings passing places sidings loops triangles junctions and other works in addition to those particularly described in and authorised by this Order as they find necessary or convenient for the efficient working of the tramways or any of them or for facilitating the traffic of the roads in which the same are laid or for providing access to any stables carriage-houses sheds or works of the Promoters or for effecting junctions with any tramways Provided that in the construction of any such works no rail shall be so laid that a less space than nine feet six inches shall intervene between it and the outside of the footpath on either side of the road if one-third of the owners or one-third of the occupiers of the premises abutting on the place where such less space shall intervene shall by writing under their hands addressed and delivered to the Promoters within three weeks after receiving from the Promoters notice of their intention express their objection thereto.

15. Where by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid it is in the opinion of the Promoters necessary or expedient temporarily to remove or discontinue the use of such tramway or any part thereof the Promoters may construct in the same or any adjacent road and maintain so long as occasion may require a temporary tramway in lieu of the tramway or part of a tramway so removed or discontinued.

16. Any paving metalling or material excavated by the Promoters in the construction of any works under the authority of this Order from any road under their jurisdiction or control shall absolutely vest in and belong to the Promoters and may be dealt with removed and disposed of by them in such manner as they may think fit.

17. The tramways shall not be open for public traffic until the same have been inspected and certified to be fit for such traffic by the Board of Trade.

Tramways not to be opened until certified by Board of Trade.

Motive Power.

18. The carriages used on the tramways may be moved by animal power or subject to the following provisions by mechanical power (that is to say):—

Provisions as to motive power.

(1.) The mechanical power shall not be used except with the consent of and according to a system approved by the Board of Trade.

(2.) The Board of Trade shall make regulations (in this Order referred to as "the Board of Trade regulations") for securing to the public all reasonable protection against danger arising from the use under this Order of mechanical power on the tramways and for regulating the use of electric power.

(3.) The Promoters or any company or person using any mechanical power on the tramways contrary to the provisions of this Order or of the Board of Trade regulations shall for every such offence be liable to a penalty not exceeding ten pounds and also in the case of a continuing offence to a further penalty not exceeding five pounds for every day during which such offence is continued after conviction thereof.

(4.) The Board of Trade if they are of opinion—

(a) that the Promoters or such company or person have or has made default in complying with the provisions of this Order or of the Board of Trade regulations whether a penalty in respect of such non-compliance has or has not been recovered; or

(b) that the use of mechanical power as authorised under this Order is a danger to the passengers or the public;

may by order either direct the Promoters or such company or person to cease to use such mechanical power or permit the same to be continued only subject to such conditions as the Board of Trade may impose and the Promoters or such company or person shall comply with every such order. In every such case the Board of Trade shall make a special report to Parliament notifying the making of such order.

19. For the purpose of working any of the tramways by mechanical power the Promoters may subject to the provisions of this Order construct maintain and use stations for generating electric power with all necessary or proper machinery dynamos engines buildings works and conveniences and may place construct erect lay down make and maintain on above or below the surface of any street or road posts brackets electric conductors wires apparatus subways tunnels cables tubes and openings.

Power to place posts wires &c.

20. Subject to the provisions of this Order the Board of Trade may make byelaws with regard to any of the tramways upon which mechanical

Bye-laws.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898. power may be used for all or any of the following purposes (that is to say):—

*Waterloo-
with-
Seaforth.*

For regulating the use of any bell whistle or other warning apparatus fixed to the engine or carriages :

For regulating the emission of smoke or steam from engines used on the tramways :

For providing that engines and carriages shall be brought to a stand at the intersection of cross streets and at such places and in such cases of horses being frightened or of impending danger as the Board of Trade may deem proper for securing safety :

For regulating the entrance to exit from and accommodation in the carriages used on the tramways and the protection of passengers from the machinery of any engine used for drawing or propelling such carriages :

For providing for the due publicity of all byelaws and Board of Trade regulations in force for the time being in relation to the tramways by exhibition of the same in conspicuous places on the carriages and elsewhere.

Any person offending against or committing a breach of any of the byelaws made by the Board of Trade under the authority of this Order shall be liable to a penalty not exceeding forty shillings.

Amendment
of the
Tramways Act
1870 as to
byelaws by
local
authority.

21. The provisions of the Tramways Act 1870 relating to the making of byelaws by the local authority with respect to the rate of speed to be observed in travelling on the tramways shall not authorise the local authority to make any byelaws sanctioning a higher rate of speed than that authorised by this Order or by the Board of Trade regulations at which engines are to be driven or propelled on the tramways under the authority of this Order but the local authority may if they think fit make byelaws under the provisions of the said Act for restricting the rate of speed to a lower rate than that so authorised.

Special
provisions as
to use of
electric power.

22. The following provisions shall apply to the use of electric power under this Order unless such power is entirely contained in and carried along with the carriages:—

(1.) The Promoters shall employ either insulated returns or uninsulated metallic returns of low resistance.

(2.) The Promoters shall take all reasonable precautions in constructing placing and maintaining their electric lines and circuits and other works of all descriptions and also in working their undertaking so as not injuriously to affect by fusion or electrolytic action any gas or water pipes or other metallic pipes structures or substances or to interfere with the working of any wire line or apparatus from time to time used for the purpose of transmitting electric power or of telegraphic telephonic or electric signalling communication or the currents in such wire line or apparatus.

- (3.) The Promoters shall be deemed to take all reasonable precautions against interference with the working of any wire line or apparatus if and so long as they adopt and employ at the option of the Promoters either such insulated returns or such uninsulated metallic returns of low resistance and such other means of preventing injurious interference with the electric wires lines and apparatus of other parties and the currents therein as may be prescribed by the Board of Trade regulations and in prescribing such means the Board shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking. A.D. 1898.
 ———
*Waterloo-
 with-
 Seaforth.*
- (4.) At the expiration of two years from the passing of the Act confirming this Order the provisions of this section shall not operate to give any right of action in respect of injurious interference with any electric wire line or apparatus or the currents therein unless in the construction erection maintaining and working of such wire line and apparatus all reasonable precautions including the use of an insulated return have been taken to prevent injurious interference therewith and with the currents therein by or from other electric currents.
- (5.) If any difference arises between the Promoters and any other party with respect to anything herein-before in this section contained such difference shall unless the parties otherwise agree be determined by the Board of Trade or at the option of the Board by an arbitrator to be appointed by the Board and the costs of such determination shall be in the discretion of the Board or of the arbitrator as the case may be.
- (6.) The electric power shall be used only in accordance with the Board of Trade regulations and in such regulations provision shall be made for preventing fusion or injurious electrolytic action of or on gas or water pipes or other metallic pipes structures or substances and for minimising as far as is reasonably practicable injurious interference with the electric wires lines and apparatus of other parties and the currents therein whether such lines do or do not use the earth as a return.
- (7.) The expression "the Promoters" in this section shall include their lessees and any person owning working or running carriages over any tramway of the Promoters.

23. In the event of any tramways of the Promoters being worked by electricity the following provisions shall have effect:— For protection
 of the Post-
 master-
 General.

- (1.) The Promoters shall construct their electric lines and other works of all descriptions and shall work their undertaking in all respects with due regard to the telegraphic lines from time to time used or intended to be used by Her Majesty's Postmaster-General and the currents in such telegraphic lines and shall use every reasonable means in the construction of their electric lines and other works of all descriptions and the working of their undertaking to prevent injurious affection whether by induction or otherwise to such telegraphic lines or the currents therein. If any question arises as to whether the Promoters have constructed their electric lines or other works or work their undertaking in contravention of this sub-section such question shall be determined by arbitration and the

A.D. 1898.

*Waterloo-
with-
Seaforth.*

Promoters shall be bound to make any alterations in or additions to their system which may be directed by the arbitrator.

(2.) If any telegraphic line of the Postmaster-General is injuriously affected by the construction by the Promoters of their electric lines and works or by the working of the undertaking of the Promoters the Promoters shall pay the expense of all such alterations in the telegraphic lines of the Postmaster-General as may be necessary to remedy such injurious affection.

(3.) (a.) Before any electric line is laid down or any act or work for working the tramways by electricity is done within ten yards of any part of a telegraphic line of the Postmaster-General (other than repairs or the laying of lines crossing the line of the Postmaster-General at right angles at the point of shortest distance and so continuing for a distance of six feet on each side of such point) the Promoters or their agents not more than twenty-eight nor less than fourteen days before commencing the work shall give written notice to the Postmaster-General specifying the course of the line and the nature of the work including the gauge of any wire and the Promoters and their agents shall conform with such reasonable requirements (either general or special) as may from time to time be made by the Postmaster-General for the purpose of preventing any telegraphic line of the Postmaster-General from being injuriously affected by the said act or work.

(b.) Any difference which arises between the Postmaster-General and the Promoters or their agents with respect to any requirements so made shall be determined by arbitration.

(4.) In the event of any contravention of or wilful non-compliance with this section by the Promoters or their agents the Promoters shall be liable to a fine not exceeding ten pounds for every day during which such contravention or non-compliance continues or if the telegraphic communication is wilfully interrupted not exceeding fifty pounds for every day on which such interruption continues.

(5.) Provided that nothing in this section shall subject the Promoters or their agents to a fine under this section if they satisfy the court having cognisance of the case that the immediate doing of the act or execution of the work was required to avoid an accident or otherwise was a work of emergency and that they forthwith served on the postmaster or sub-postmaster of the postal telegraph office nearest to the place where the act or work was done a notice of the execution thereof stating the reasons for doing or executing the same without previous notice.

(6.) For the purposes of this section a telegraphic line of the Postmaster-General shall be deemed to be injuriously affected by an act or work if telegraphic communication by means of such line is whether through induction or otherwise in any manner affected by such act or work or by any use made of such work.

(7.) For the purposes of this section and subject as therein provided sections 2 8 9 10 11 and 12 of the Telegraph Act 1878 shall be deemed to be incorporated with this Order as if the Promoters were undertakers

within the meaning of those sections without prejudice nevertheless to any operation which the other sections of the said Act would have had if this section had not been enacted and in particular nothing in this section shall be deemed to exclude the provisions of section 7 of the Telegraph Act 1878 in relation to the matters mentioned in that section.

A.D. 1898.

—
*Waterloo-
 with-
 Seaforth.*

- (8.) The expression "electric line" has the same meaning in this section as in the Electric Lighting Act 1882.
- (9.) Any question or difference arising under this section which is directed to be determined by arbitration shall be determined by an arbitrator appointed by the Board of Trade on the application of either party whose decision shall be final and sections 30 to 32 both inclusive of the Regulation of Railways Act 1868 shall apply in like manner as if the Promoters or their agents were a company within the meaning of that Act.
- (10.) Nothing in this section contained shall be held to deprive the Postmaster-General of any existing right to proceed against the Promoters by indictment action or otherwise in relation to any of the matters aforesaid.
- (11.) In this section the expression "the Promoters" includes their lessees and any person owning working or running carriages over any tramway of the Promoters.

Traffic upon Tramways.

24. The tramways may be used for the purpose of conveying passengers animals goods minerals and parcels Provided that the Promoters' lessees shall not be bound to carry unless they think fit any animals goods minerals or parcels other than passengers' luggage not exceeding twenty-eight pounds in weight.

Traffic upon tramways.

Rates.

25. The Promoters' lessees may demand and take for every passenger travelling upon the tramways or any part thereof including every expense incidental to such conveyance any rates or charges not exceeding one penny per mile (and for this purpose the fraction of a mile beyond an integral number of miles shall be deemed a mile) but the Promoters' lessees may charge for any less distance than two miles any sum not exceeding twopence.

Rates for passengers.

26. The Promoters or any persons working or using the tramway shall not take or demand on Sunday or any public holiday any higher rates or charges than those levied by them on ordinary week days.

As to fares on Sundays or holidays.

27. 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 Provided that all such personal luggage be carried by hand and at the responsibility of the passenger and do not occupy any part of a seat nor be of a form or description to annoy or inconvenience other passengers.

Passengers' luggage.

28. The Promoters' lessees at all times after the opening of the tramways or any part or parts thereof for public traffic shall and they are hereby

Cheap fares for labouring classes.

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898.
*Waterloo-
with-
Seaforth.*

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

Rates for
animals goods
&c.

29. The Promoters' lessees may demand and take in respect of any animals goods minerals or parcels conveyed by them on the tramways or any part thereof including every expense incidental to such conveyance any rates or charges not exceeding the rates and charges specified in the schedule to this Order annexed subject to the regulations in that behalf therein contained.

Payment of
rates.

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

Periodical
revision of
rates.

31. If at any time after three years from the opening for public traffic of the tramways or any portion of the tramways or after three years from the date of any order made in pursuance of this section in respect of the tramways or any portion of the tramways it is represented in writing to the Board of Trade by the Promoters or by their lessees or by twenty inhabitant ratepayers of the district that under the circumstances then existing all or any of the rates and charges demanded and taken in respect of the traffic on the tramways or on such portion of the tramways should be revised the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said Board in accordance with the provisions of the Tramways Act 1870 and if such referee report that it has been proved to his satisfaction that all or any of such rates and charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the rates and charges to be demanded and taken in respect of the traffic on the tramways or on such portion of the tramways in such manner as they think fit and thenceforth such order shall be observed until the same is revoked or modified by an order of the Board of Trade made in pursuance of this section Provided always that the rates and charges prescribed by any such order shall not exceed in amount the rates and charges by this Order authorised Provided also that a copy of this section shall be annexed to every table or list of rates published or exhibited by the Promoters or their lessees.

Miscellaneous.

Power to
Promoters to
work
tramways.

32. Notwithstanding anything in the Tramways Act 1870 to the contrary the council may place and run carriages on and may work and may demand and take rates and charges in respect of any of the tramways and in respect

[61 & 62 VICT.] *Tramways Orders Confirmation* [Ch. ccix.]
 (No. 1) Act, 1898.

of the use of such carriages and may provide such stables buildings carriages trucks harness engines machinery apparatus horses steam cable electric and other plant appliances and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by animal or mechanical power and in such case the several provisions in this Order contained relating to the working of the tramways and the taking of rates and charges therefor shall extend and apply mutatis mutandis to and in relation to the council and the council may work such tramways and demand and recover such rates and charges accordingly but nothing in this section shall empower the council to construct any station for generating electric power nor to create or permit a nuisance.

A.D. 1898.
 Waterloc-
 with-
 Seaforth.

33. The regulations authorised by the Tramways Act 1870 to be made by the promoters of any tramway and their lessees may with respect to the tramways or any portions of the tramways for the time being belonging to and worked by the Promoters be made by the Promoters alone.

Regulations.

34. The Promoters may with the consent of the Board of Trade from time to time but subject to the provisions of this Order enter into and fulfil contracts and agreements with any local authority or person for and in relation to the construction or working of the whole or any part of the tramways or with respect to the receiving or forwarding of any animals goods minerals or parcels and of the fixing collecting and apportionment of rates charges and other receipts and may confirm any such contracts and agreements which may have been entered into before the confirmation of this Order.

Working
 agreements.

35. The Council may with the consent of the Board of Trade from time to time enter into and fulfil contracts and agreements with the Urban District Council of Great Crosby for and in relation to the construction or working of the whole or any part of the tramways authorised by the Great Crosby Tramways Order 1898 or with respect to the receiving or forwarding of any animals goods minerals or parcels and of the fixing collecting and apportionment of rates charges and other receipts and the purposes of any such contracts and agreements shall in regard to the defraying of expenses and the borrowing of money be deemed to be purposes of this Order.

Agreements
 with Crosby
 Urban District
 Council.

36. The Promoters may enter into and carry into effect contracts and agreements with the Liverpool Overhead Railway Company (in this section called "the Company") with respect to all or any of the following matters (that is to say) :—

Agreements
 with Liverpool
 Overhead
 Railway
 Company.

- (a.) The working use management construction and maintenance by the Company of the tramways or any part or parts thereof ;
- (b.) The supply by the Company of rolling stock plant and machinery for the purposes of any such agreement as to working the tramways ;
- (c.) The supply by the Company of electric energy for the purposes of the tramways ;
- (d.) The payments to be made and the conditions to be performed in respect of such working use management construction maintenance and supply ;

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 Vict.]
(No. 1) Act, 1898.

A.D. 1898.

*Waterloo-
with-
Seaforth.*

(e.) The interchange accommodation conveyance transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties; and

(f.) The division and apportionment of the revenue arising from such traffic and the payment of any fixed or contingent rent:

Provided that nothing in this section contained shall extend the powers of the Company.

Orders &c. of
the Board of
Trade.

37. All orders regulations and byelaws made by the Board of Trade under the authority of this Order shall be signed by a secretary or an assistant secretary of that Board and when purporting to be so signed the same shall be deemed to be duly made in accordance with the provisions of this Order and to be orders and regulations within the meaning of the Documentary Evidence Acts 1868 and 1882 and may be proved accordingly.

Mortgages to
include rents
and rates.

38. The Promoters may include in any mortgage of the local rate made by them under section 20 of the Tramways Act 1870 the moneys coming to them out of the rents reserved under any lease made under the authority of this Order and the rates charges and sums authorised to be taken or received by them under the provisions of this Order.

Protection of
local
authority.

39. Section 265 (Protection of local authority and their officers from personal liability) of the Public Health Act 1875 is hereby incorporated with this Order and in construing that section for the purposes of this Order the expression "this Act" where used in that section shall mean this Order.

Recovery of
penalties.

40. Any penalty under this Order or under any byelaws or regulations made under this Order may be recovered in manner provided by the Summary Jurisdiction Acts.

Provisions as
to arbitration.

41. Where under the provisions of the Tramways Act 1870 and this Order any matter in difference is referred to the arbitration of any person nominated by the Board of Trade the provisions of the Arbitration Act 1889 shall apply to every such arbitration and the decision of the arbitrator shall be final and conclusive and binding on all parties and the costs of and incidental to the arbitration and award shall if either party so require be taxed and settled as between the parties by any one of the taxing masters of the High Court and such fees may be taken in respect of the taxation as may be fixed in pursuance of the enactments relating to the fees to be demanded and taken in the offices of such masters and all those enactments including the enactments relating to the taking of fees by means of stamps shall extend to the fees in respect of the said taxation.

Form and
delivery of
notices.

42. With respect to notices and to the delivery thereof by or to the Promoters the following provisions shall have effect (that is to say):—

(1.) Every notice shall be in writing and if given by the Promoters shall be signed by their clerk and if given by any company local or road authority by their secretary or clerk;

(2.) Any notice to be delivered by or to the Promoters to or by any body or company may be delivered by being left at the principal office of such body or company or at the office of the clerk to the Promoters as the case may be or by being sent by post in a registered letter addressed to their respective clerk or secretary at their principal office or to the said clerk of the Promoters at his office.

A.D. 1898.

Waterloo-
with-
Seaforth.

43. Nothing in this Order contained shall exempt the Promoters or any person using the tramways or the tramways from the provisions of any general Act relating to tramways now in force or which may hereafter pass or come into force during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of rates and charges authorised by this Order.

Saving for
general Acts.

SCHEDULE.

RATES AND CHARGES FOR ANIMALS GOODS &C.

Per Mile.

Animals.

s. d.

For every horse mule or other beast of draught or burden - per head	0	4
For every ox cow bull or head of cattle - - - - - „	0	3
For every calf pig sheep or other small animal - - - - - „	0	1½

Goods and Minerals.

For all coal coke culm charcoal cannel limestone chalk lime salt sand fireclay cinders dung compost and all sorts of manure and all undressed materials for the repair of public roads or highways per ton	0	2
For all iron iron ore pig iron bar iron rod iron sheet iron hoop iron plates of iron slabs billets and rolled iron bricks slag and stone stones for building pitching and paving tiles slates and clay (except fireclay) and for wrought iron not otherwise specifically classed herein and for heavy iron castings including railway chairs - - - - - per ton	0	2½
For all sugar grain corn flour hides dyewoods earthenware timber staves deals and metals (except iron) nails anvils vices and chains and for light iron castings - - - - - per ton	0	3
For cotton and other wools drugs and manufactured goods and all other wares merchandise fish articles matters or things - per ton	0	4
For every carriage of whatever description - - - - -	1	0

[Ch. ccix.] *Tramways Orders Confirmation* [61 & 62 VICT.]
(No. 1) Act, 1898.

A.D. 1898.

*Waterloo-
with-
Seaforth.*

<i>Parcels.</i>	Any Distance.	
	s.	d.
For any parcel not exceeding in weight 7 lbs	0	3
For any parcel exceeding 7 lbs. but not exceeding 14 lbs. in weight	0	5
For any parcel exceeding 14 lbs. but not exceeding 28 lbs. in weight	0	7
For any parcel exceeding 28 lbs. but not exceeding 56 lbs. in weight	0	9
For any parcel exceeding 56 lbs. in weight such sum as the persons conveying the same may think fit.		

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

<i>For the Carriage of Single Articles of Great Weight.</i>	Per Mile.	
	s.	d.
For the carriage of any iron boiler cylinder or single piece of machinery or single piece of timber or stone or other single article the weight of which including the carriage exceeds four tons but does not exceed eight tons such sum as the persons conveying the same may think fit not exceeding per ton	2	0
For the carriage of any single piece of timber stone machinery or other single article the weight of which with the carriage exceeds eight tons such sum as the persons conveying the same may think fit.		

Regulations as to Rates.

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

For a fraction of a ton rates and charges may be demanded and taken according to the number of the quarters of a ton in such fraction and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton.

With respect to all articles except stone and timber the weights shall be determined according to the imperial avoirdupois weight.

With respect to stone and timber fourteen cubic feet of stone forty cubic feet of oak mahogany teak beech or ash and fifty cubic feet of any other timber shall be deemed one ton weight and so in proportion for any smaller quantity.

Printed by EYRE AND SPOTTISWOODE,

FOR

T. DIGBY PIGOTT, Esq., C.B., the Queen's Printer of Acts of Parliament.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
99, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.