

In Parliament—Session 1885.]

GLASGOW CENTRAL TRAMWAYS.

(Incorporation of Company; Power to Construct Tramways and other Works; Compulsory Purchase of Lands, Houses, &c.; Provisions as to Breaking Up, User, Maintenance, &c., of Streets, Roads, Bridges, &c., and as to Intersection of other Tramway Lines; Power to Work Tramways by Animal, Mechanical, or other Power; Regulation of Use thereof; Temporary Tramways; Contracts and Agreements with the Corporation of Glasgow; Tolls, Rates, and Charges; Power to take on Lease other Tramway Systems; Power to Raise and Borrow Money for any of these Purposes; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill (hereinafter called 'the Bill') for the purposes or some of the purposes following, that is to say—

To incorporate a Company (hereinafter called 'the Company') and to authorise the Company to construct maintain and work the several Tramways and Works hereinafter described or some or one of such Tramways or Works or some parts or part thereof respectively with all necessary and proper junctions, crossings, sidings, rails, plates, sleepers, offices, stables, carriages, warehouses, and other works and conveniences connected therewith respectively.

(Where in the description in this Notice of any of the proposed Tramways any distance is given with reference to any Street, Road or Place which intersects or joins the Street, Road or Place along which the Tramway is proposed to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two Streets Roads or Places and continued would intersect each other; and a point described as being opposite a Street or Road is to be taken (unless otherwise stated) as opposite the centre of the Street or Road.

A Tramway Number 1 commencing in Gordon Street at a point fifteen yards or thereabouts westwards from Renfield Street passing thence along Gordon Street westwards to Hope Street turning northwards into Hope Street and terminating in Hope Street at a point fifteen yards or thereabouts to the north of the junction of Gordon Street and Hope Street.

Tramway Number 1 will consist of a double line throughout, except that for a length of three-fourths of a chain or thereabouts from its commencement it will be laid as a single line.

A Tramway Number 2 commencing at a point sixteen yards or thereabouts to the north of the junction of Hope Street and Argyll Street thence along Hope Street and terminating in Hope Street at the point hereinbefore described as the termination of Tramway Number 1.

Tramway Number 2 will consist of a double line throughout, except that for a length of three-fourths of a chain or thereabouts from its commencement it will be laid as a single line.

A Tramway Number 3 commencing at the point hereinbefore described as the termination of Tramway Number 1, thence passing northwards

along Hope Street to Bothwell Street, turning westwards into Bothwell Street, thence passing along Bothwell Street and Bothwell Circus, thence turning northwards and crossing Saint Vincent Street, and passing along Elmbank Street to Bath Street, thence turning westwards and passing along Bath Street to Newton Street, thence turning northwards and passing along Newton Street, thence turning north-westwards and crossing Sauchiehall Street (there crossing on the level the lines of the Glasgow Corporation Tramways), thence turning northwards into Saint George's Road, passing along Saint George's Road and terminating in that Road at a point sixteen yards or thereabouts to the south-west of the junction of that Road with the Great Western Road.

Tramway Number 3 will be laid as a double line, except at the following places where it will be laid as a single line (*a*) between points respectively twenty yards or thereabouts and thirty yards or thereabouts northwards from the south-east corner of the Grand Hotel, (*b*) between points respectively eleven yards or thereabouts and thirty-five yards or thereabouts northwards from Renfrew Street, Garnethill, (*c*) for a distance of three-fourths of a chain or thereabouts from its termination.

The following is a description of all the points between which the proposed Tramways or any of them are intended to be laid, so that for a distance of thirty feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the road or street and the nearest rail of the tramway:—Tramway Number 3, in Saint George's Road (*a*) on both sides between points respectively six yards or thereabouts southwards and sixty-eight yards or thereabouts northwards from Hill Street, Garnethill: (*b*) on the west side between points respectively twenty-seven yards or thereabouts and sixty-three yards or thereabouts southwards from Carnarvon Street.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of four feet seven and three-quarter inches or such other gauge as may be prescribed in the Bill; and it is not intended to run thereon carriages or trucks adapted for use upon railways; and it is intended to prohibit if need be the running of such carriages or trucks on the proposed Tramways or works.

All the Tramways hereinbefore described, and the lands, houses and other property which may be taken under the powers of the Bill, will be and are situate in the Barony Parish of Glasgow, City and Royal Burgh of Glasgow, and County of Lanark.

To empower the Company from time to time to enter upon, open, and break up the surface and subsoil of, and to alter, divert, stop up or otherwise interfere with, streets, roads, footpaths, passages and places, railways, tramways, sewers, drains, bridges, pavements, water pipes, gas pipes, electric telegraphic, electric lighting and telephone, pipes, tubes, wires and apparatus in or under any streets, roads, footpaths, passages, and places, within the aforesaid Parish, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed Tramways and Works connected therewith, or substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed Tramways and Works,